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[a2183]

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Perfection.....\$14 per doz.
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SHIRT & BREECHES MAKERS.
Fit, Quality, Workmanship Guaranteed.
Prices Very Moderate.
Now Showing:—New lot of Tweed Suits,
Trousers, and Fancy Vestings.
Also Smart Neckwear, Stylish Boots and
Shoes, and Fashionable Hats and Caps in
Highest Grade.
Inspection Invited.
Hongkong, 5th August, 1904. [a1912]

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HO-NAM, CANTON.

NEWLY OPENED.

SITUATED on the River Front at Ho-nam
almost facing Shumoen.
Rooms elegantly furnished, large and lofty
with Spacious Balconies. Excellent Position.
Free from Obnoxious Surroundings.
Boat always in attendance.
Telegrams receive prompt attention.
Visitors to Canton should not fail to secure
accommodation before leaving Hongkong.

CHAN CHING KUEN,
Manager.

Canton, 27th October, 1904. [a2545]

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a45

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See analysis and certificate by Professor Cassal.

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A fine, full, and fruity wine.

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Hongkong, 26th October, 1904.

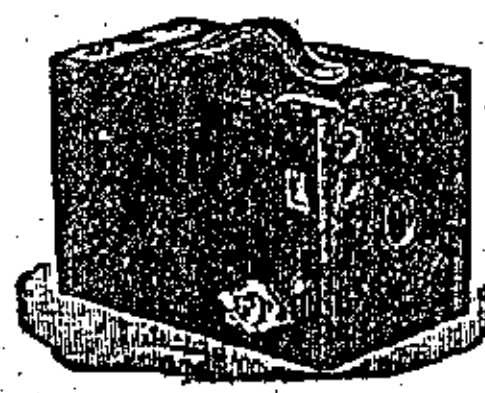
a35

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ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST
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[a37]

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LATEST AND MOST FASHIONABLE STYLES.

EXPERIENCED LONDON CUTTERS
ONLY EMPLOYED.

LARGEST AND BEST SELECTED STOCKS
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SEE SPECIAL LIST.

LANE, CRAWFORD & CO.

Hongkong, 31st October, 1904.

a4a

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SHIP-DESIGNING AND CONSTRUCTION.

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Hongkong, 24th August, 1904.

[a1153]

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Sasabara, Tanabakuro, Yoshinokami, Yoshio, Yumokibara, and other Coals.
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FORE ALWAYS FRESH

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CARTRIDGES 8, 10, 12, 16, and 20 BORE,
and NEWCASTLE CHILLED SHOT in
all Sizes, Nos. 10 to 888G. AIR GUNS and
AMMUNITION in Variety.

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PORTLAND CEMENT.

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General Managers.

Hongkong, 1st September, 1904. [a1451]

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Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

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Hongkong, 7th October, 1904. [a1621]

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A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing
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Admirably Situated. Sheltered from the
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INTO THE HOTEL.

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a914

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A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.
Private Bar and Billiard-Rooms.
Hot and Cold Water throughout.
Electrically Lighted. Electric Fans (if
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Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.

For Terms, &c., apply to the—

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Hongkong, 10th June 1903. [a1892]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, Elegantly Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the

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Hongkong, 31st October, 1902. [a459]

MACAO

AND

**CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable

WM. FARMER,

Proprietor.

1026

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(HOTEL-SANITARIUM OF SOUTH
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MACAO

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
paying a visit to the historical and picturesque
city of Macao.

Macao is 40 miles south-west of Hongkong.
One steamer (see Hongkong), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA"

For Terms, apply to

THE MANAGER

THE AMERICAN SYSTEM

OF

DENTISTRY

DR. M. H. CHAUN.

37, DES VEAUX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 3rd June, 1904. [a1619]

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WINE AND SPIRIT MERCHANTS.

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MELLOW
FLAVOUR**
OF OUR CELEBRATED

BLEND

**VERY OLD LIQUEUR
SCOTCH
WHISKY.**

IS ATTAINED ONLY BY
GREAT AGE, BEING THOROUGHLY
MATURED AND SUPERIOR QUALITY
UNIFORMLY MAINTAINED.

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The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 22ND, 1904.

It is a curious illustration of the difference in the manner in which the more political side of religion is coming to be viewed at the commencement of a new century that two controversies, nominally religious, should in the European countries have deeply exercised peoples with so little else in common as the French and Scotch. Although seemingly distinct, the two questions have yet a good deal in common, in that both are subjects not of doctrine, but of the relations of Church and State, and this it is that renders both subjects of far wider interest than such questions usually excite outside the pale of ordinary doctrinal discussion. Too generally it has perhaps been assumed that the French, or at least the male portion of the inhabitants of France, are irreligious, yet it is perhaps the most wholesome sign of the real progress that France under the Third Republic has made that nowhere has any question of religion entered the present controversy. The French people, awake to the importance of education, have not for some time been satisfied that the rising generation has been receiving a sufficiently practical grounding as compared with their neighbours, and that in consequence the industries of France are suffering in comparison. This has been a subject of complaint, and has been represented as such to the religious corporations who have hitherto been entrusted with the education of the masses. Had those bodies been wise enough to take these complaints into consideration the mass of the population, with the exception of that extreme class whose hatred to religion as such is sempiternal, were certainly better pleased that their children should be brought up in

the tenets of a religion under which France has grown great and respected. Unfortunately, under the impression that there is some occult antagonism between religion and scientific knowledge, the religious orders, mainly inspired from without, refused to listen to these well-founded complaints, and more unfortunately still made them a source of opposition to the rule of the State, so that the difference, from being a mere conflict of opinion, was raised to one of political conflict. In Scotland, on the other hand, where people had in former centuries well grounded subjects of complaint that the State had endeavoured to interfere with liberty of conscience, a similar grievance had alienated from the State a large section of the more religious, and, undeterred by what at times amounted to persecution, they raised an enormous sum of money to be enabled to celebrate in peace and quietness those rites which conscience would not permit them to offer under State patronage. A portion of the seceders, not wholly satisfied that the repudiation of State interference went far enough, formed a secession from this second body, and drew up a rule forbidding in still stronger language any possible State dependence, whilst at the same time retaining on all doctrinal points a similarity of faith. As time went on the Government practically abandoned all claim to interference in the working of the Established Church, and the great majority of the second secession, seeing no further occasion to protest against a condition of affairs no longer existing, and there being no practical difference of doctrine or tradition, as hard headed Scotchmen decided to amalgamate and leave out the formula of protestation which formed the only difference between the two. But twenty-four isolated clergymen to whom the protest in itself was dear, however much it had lost its original reason for existence, held out and claimed the entire property of the church. The claim was disallowed on its merits by the Scottish Courts of Law, but was appealed to the House of Lords as the highest legal authority. It, taking only into consideration the wording of the original bond, was forced to declare the secession illegal, with the curious result that some five hundred congregations, on a question, not of doctrine but of momentary expediency, were adjudged to have no legal position whatever. In fact the church of France and that of Scotland, in the face of the expressed desire of the majority, and on grounds entirely irrespective of faith or doctrine, find themselves left out in the cold. The main lesson to be learnt, even from a merely secular point of view, is the extreme inadvisability of seeking by too narrow formalities to bind futurity irrespective of changing times and changing conditions. In both cases the sympathies of all the world may be said to be enlisted for both sides. The feelings of the House of Lords in giving effect to the narrowest view of the original act on which the United Presbyterian Church of Scotland had formed itself was, it may be safely affirmed, on the side of the losing cause. The sympathies of by far the majority of the French people are probably in favour of the Religious Orders, against which they yet by considerable majorities find themselves compelled to decide. Religion undoubtedly suffers in both cases, but the fault lay with each losing party in seeking to bind its successors in all succeeding ages by formulae the full force of which it was not in a position to foresee.

The English Mail of the 22nd October was delivered in London on the 17th inst. The first number of the "Victoria Recreation Club Magazine" will be published on or about 1st December, and not as previously announced. Return of visitors to the City Hall Library and Museum for the week ending the 20th November, 1904, were 325 non-Chinese and 94 Chinese to the former, and 140 non-Chinese and 1,670 Chinese to the latter institution. The exhibition of Japanese photography by Mr. Tamamura at 34, Queen's Road Central, is announced in our advertisement columns to-day to continue until the 29th instant, the price of the exhibits being greatly reduced. The weekly plague return issued yesterday had four more cases, all fatal, bringing the year's total to 505, of which 490 had fatal results. Other communicable diseases reported were enteric fever (one European and eight Chinese), and one Chinese case of puerperal fever.

The Brough Comedy Company, so favourably known to Hongkong and the Far East, has been touring recently in South Africa. The Cape Times speaks of the present Company as one of the best that has ever visited the Colony. Mr. Brough is always a welcome visitor to Hongkong, and will probably make his way here again in the spring.

Particulars are given in an advertisement by the Imperial Maritime Coast Inspector of the new light on Battery Road near Shanghai, which was exhibited for the first time at sunset on the 14th November.

During his review of facts concerning the death of an unknown Chinese at an inquiry held at the Magistrate's yesterday afternoon, Mr. H. H. J. Gompertz, Coroner, informed the jury that if the man was walking with his back to the car, he could not see it. He confirmed this statement by his next, wherein he said "You have already heard he was a blind man."

"New Forces in Old China" is the title of an opportune book announced as in preparation in the United States. Dr. A. J. Brown has travelled widely in the Far East, and has had exceptional opportunities of getting acquainted with the trend of events, political and social, in the Chinese Empire. The Fleming Rorell Company are the publishers.

Mr. G. Vigna dal Ferro, Italian Commercial Agent in China, who at Home on leave, has been engaged in a Times controversy with Mr. E. H. Parker, over the twenty year old question of the status of the Italian Lazarist Fathers in China. There are very few of the latter in China, but the Pope has invited Mr. dal Ferro to meet him and to converse on the matter.

A collision occurred between two trams at Taihook on Sunday afternoon. Car No. 7 was coming from, and car No. 8 going to Shaikwan. The motorman in car No. 8, instead of waiting for the car to pass, crossed over the loop line on to the same rails, and the cars, running in opposite directions, collided. There were a number of passengers in the cars, but no serious damage resulted. Several of the windows were broken by the impact.

Major-General F. Ventris, at present commanding the Forces in North China, has been selected for the Colony of the Essex Regiment, in which he spent the greater part of his regimental service. It is not yet thirty years since General Ventris received his first commission in the Army, and during that period he has held several important Staff appointments, and took part in the Sudan Campaign of 1884-5, for which he was mentioned in Despatches and promoted to the brevet rank of Lieutenant-Colonel.

The N.C. Daily News reports that the P. & O. S. Chusan took away on November 14th several well-known and popular residents of Shanghai. To the regret of his many friends, Mr. George Mossby, C.M.G., has left Shanghai for good. Mr. and Mrs. G. R. Wingrove and Miss Wingrove have gone for a holiday at Home, and Mr. Leslie Cubitt also left for furlough. Their friends gave them a great send-off at the jetty. During Mr. Cubitt's absence Mr. Lionel E. Canning is acting as Secretary of the Shanghai General Chamber of Commerce and of the Marine Underwriters' Association.

The Berliner Tageblatt ventures to question the accuracy of the Times' Peking Correspondent's information regarding the action of the German Minister in Peking in endeavouring to prevent the ratification of the Tibet Treaty. It describes this account of the situation as "not only improbable, but as a conjecture of which the object is clear." The Berlin journal nevertheless adds: "If, however, the German Minister... Baron Mumm von Schwarzenstein, has actually succeeded in influencing the representatives of other Powers to such an extent as to enable them to alter their original views in favour of his opinion, the diplomatic skill of our envoy would merit the highest recognition and he would have fulfilled in the most perfect manner his duty to his fatherland."

Volume Four of Mesny's "Chinese Miscellany" is being republished at Shanghai in 26 weekly parts. The price to China ports is \$7. Mr. Mesny, the author, is thus referred to by our Shanghai contemporary: "William Mesny, F.R.G.S., Hist. S., Brevet Lieutenant-General Chinese Army, Knight of the Pa-tu-lu, possessor of complimentary Tablets written by the late Marquis Tso Tsungtang, and one of the really great men of this century in China." Mr. Mesny has sent us two back numbers from volumes one and three. It is hardly necessary now, when the work is so well known, to speak of its evident research, or of its value as an educational work on things Chinese.

The new Norddeutscher-Lloyd Imperial mail steamship Prinz Edelfriedrich (Captain E. Prehn), which left Southampton for China and Japan with a full first and second class passenger list, is from the yard of the Vulcan Shipbuilding and Engineering Company, Stettin, and though not remarkable for size in these days of large ships, possesses some interesting features. There is a cellular double bottom running the full length of the ship, and ten watertight bulkheads rising to the main deck, dividing the hull into eleven watertight compartments. The openings in the bulkheads are fitted with Stone-Lloyd patent hydraulic doors, which can be closed from the navigation bridge in a few seconds. A system of pumps and hydrants is provided against the contingency of fire. Finally, a turbine dynamo on the boat deck, which can be operated by the officer in command, will supply electric current to a number of special lamps to provide ample light for launching the lifeboats should mishap have stopped the working of the main electric lighting machinery in the engine-room. There are two sets of hydraulic steering gear, and the tiller head is "protected," i.e., below the water line. Many of the state rooms have private baths, etc., attached. Perhaps the most striking novelty is the gymnasium, a room 25ft. by 21ft., and 15ft. high, which is situated on the boat deck.

An entirely new programme is now being given at Harman's Circus, mostly by performers who were not on the programme last week. The lions added to the menagerie at the end of last week are also proving a great attraction. Tonight Mr. Love makes his presentation of bats to the two cricketers who had the best batting averages in the Hongkong-Straits match.

Mr. N. H. Alves, who won for Hongkong the interport swimming competition, by beating Mr. V. H. Lanning of Shanghai on Sunday morning, considers that the references to "turning" and training in our report belittle his performance. They were certainly not so intended: and the statement by Mr. Alves that he was in no better training than either Humphreys or Lanning does not alter the fact that he actually was the winner, and so deserves all credit.

The N.C. Daily News thus returns to the subject of Shanghai street accidents:—Carriage accidents from bolting half-broken ponies are of almost daily occurrence now in Shanghai, there being no authority here to prevent the use of half-broken ponies, however dangerous to the public they may be. Our contemporary then suggests that the Australian lasso should be a part of the harness, and its use made compulsory. It is a rope noose which does not incommode the pony until he bolts. Then he is persuaded to stop by semi-strangulation.

This should be worth telling across the canteen tables. The chief characteristic of the British soldier is, undoubtedly, a blind and almost automatic obedience to orders. The adjutant of a regiment which shall be nameless was instructing a squad of rather "raw Tommies" in the correct behaviour of a soldier off duty. "Never enter into a dispute with civilians. Supposing you are taking refreshment at an inn, and an ill-disposed civilian makes some disparaging remarks about the army, a well conducted soldier will not contradict him; he will finish his beer and go away quietly. Now, Private Atkins, what are you to do if a civilian endeavours to draw you into a quarrel?" Private Atkins: "Drink up 'is beer, sir, and slip away quiet."

THE A.D.C.

By a most regrettable inadvertence, which we trust will be forgiven, our report of the first performance of "Dorothy" by the A.D.C. omitted to mention the name of Mr. E. W. Mitchell, to whose able management both players and public must alike be grateful.

FATAL ACCIDENT ON THE TRAMWAY.

RESUMED INQUEST.
Mr. H. H. J. Gompertz, sitting as Coroner, yesterday resumed the inquiry concerning the death of an unknown Chinese who was recently knocked down by a tram in Des Voeur Road. The coroner in opened the jury that the motor man had absconded, and could not be found.

Chan Cheuk deposed: I am a ticket collector on tram No. 24. I remember an accident happening about a month ago. It happened between eight and nine p.m. on a Sunday on Des Voeur Road West near French Street. I noticed the car stopping and asked the motor man what was the matter. He replied that the car had knocked up against a man, I came off the car and told the motor-man to go and report to the Police Station. As he said he did not know the way, I went myself to report. I examined the man who was knocked down. He was unconscious. I did not see any marks on him. I was at the back of the car collecting fares when the tram stopped. I heard the gong continually sounding before the car stopped. I did not see the man before he was struck by the car. There were about 32 passengers on the car.

By the jury: The car was travelling at the usual speed when the man was knocked down. John Gray Scott, general manager of the Tramway Company, said: The accident was reported to me on the same night as it occurred. I gave instructions for the motor-man and conductor to see me on the following morning. I told them to hold themselves in readiness if required to attend the Police Court. In the course of the interview I asked the motor-man whether the electric brake was used and whether it acted. He said it was used, and that it acted. I afterwards received a letter from Inspector Collett, in which he informed me that the motor-man had stated that the electric brake did not act. I tested car No. 24 at Causeway Bay. I brought it up to speed on the fourth notch for a length of 200 yards. The motor-man informed me that on the occasion of the accident it was running on the third notch. The car was pulled up on the outward journey (in the experiment witness made) in a distance of nine yards, and on the return journey in a distance of eight yards. The motor-man joined the Company on the 17th September, and was qualified as a motor-man on the 29th of the same month. He left our service without notice on the 27th October. When I tested the car on the fourth notch it was going at a speed of from seven to eight miles an hour. The usual speed in the city is at the rate of six miles an hour, allowing for stoppages. Had there been any defect in the electric brake of the car in question, it would not have answered the test.

By the jury: The tram could travel at a speed of 15 miles in hour, but not on the fourth notch. The statutory speed was ten miles an hour. After hearing the facts of the case reviewed by the Coroner, the jury brought in a verdict of "Accidental death."

TELEGRAMS.

THE WAR.

[REUTERS' SERVICE.]

THE JAPANESE LOAN IN NEW YORK.

LONDON, 19th November.

The Japanese loan in New York was heavily over-subscribed; the syndicate declines to state to what extent.

GENERAL STOSSEL'S WOUND SLIGHT.

LONDON, 19th November.

General Stossel telegraphs to the Tsar that Port Arthur can hold out for several months, and adds that he has been slightly wounded in the head.

(From Northern Papers.)

THE ILL-FATED "GRIMOBOL."

TOKYO, 14th November.

The repairs of the Russian cruiser *Grimobol* at Vladivostok having been completed, she went for a trial trip, struck a rock, and was partly sunk. It is reported that she was kept afloat with great difficulty with the assistance of several other vessels.

OXFORD LOCAL EXAMINATIONS.

Seventeenth Year—July, 1904.

Superintending Examiner, Rev. T. W. Pearce. Alphabetical Order for Schools and Names of Boys.

HONOURS LIST.

BOYS.

Senior—Third Class.
(D) Law, E. (A.A.) (J) de Graça Ozorio, J.M.R. (A.A.)

Preliminary—Third Class.
E. Law distinguished in History.

PASS LIST.

BOYS.

Senior—
(D) U Wai-tak (A.A.) (J) Ontanon, C. (A.A.)
(J) Ateaza, V. (A.A.) (Q) Bunje, C. (A.A.)
(J) Ezra, N. J. (A.A.) (Q) Tso Yan-lung (A.A.)

Over age 19.
(J) Villalor, A. (J) Xavier, J. F.

Junior—
(D) Hagen, W. (Q) Alonzo, D. A.
(D) Loft, T. (Q) Galluzzi, R. F.
(D) Ng Wai (Q) Galluzzi, U. C.
(Q) Sargon, E. A.

Over age 16.
(D) Fung Hing-yuk (Q) Pang Kwok-sui

Preliminary—
(D) Brandt, F. J. (J) Vidal, F. A.
(D) Brandt, H. G. (Q) Ho Shai-Kit
(D) Jer, T. (Q) Mok Kai-fook
(D) Mackenzie, C. G. (Q) Mooney, E. J.
(D) Siemssen, F. F. (Q) Tsoi Wa-cheung
(D) Thom, W.

Over age 14.
(D) Chan Lam-fai (J) White, J.
(D) Drude, R. (Q) Cheung Wo-yau
(D) Pun Ping-leung (Q) Deen Budder
(J) Brown, F. J. (Q) Wong Wai-shui

GIRLS.
Senior—
(T) Agonillo, G. (A.A.)

Preliminary—
(T) Hoare, M. L. M.

Over age 14.
(T) Hoare, A.
(D) Diocesan, (J) St. Joseph's; (Q) Queen's.
(T) Private Tutor.

Certificates may be expected in a fortnight.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 20th November.

MILITARY "RELIEFS."

S. Thome, a steamer of about 1,500 tons, belonging to the "Empresa Nacional," has been chartered by the Portuguese Government to bring 300 soldiers to this place and take back about 100 time-expired men. The vessel is expected here about the middle of December next, having sailed from Lisbon on the 10th instant.

COMING EXCITEMENTS: ALLEGED MISUNDERSTANDING.

Great preparations are being made for the religious festivities. A great number of arches are already to be seen in the Praya Grande, Penha and Guia, with many pillars and posts for illumination, and the whole town is preparing for a ball to be given on the 26th. The priests are under the impression that the forthcoming ball is in opposition to the religious festivities. They cannot understand why Chinese have also been asked to contribute to the ball fund, which is already large. The ball promises to be a grand affair. Yet a hitch or something must have occurred among the Committee, because the naval officers who formed part of it have all resigned.

MISSTING MUSIC.

The Military Band continues to play at a very unpopular time. Last Thursday there were very few in the Avenida to listen to the music. In the first hour there were but one or two Europeans and half a dozen Chinese present.

NEW PORTUGUESE CABINET.

The Lisbon correspondent of the Times reported on October 19th that the new Progressive Cabinet had been finally constituted as follows:—

| | |
|--------------------------|-----------------------------|
| Senhor Luciano Castro | Premier (without portfolio) |
| Senhor Pereira Miranda | Minister of the Interior |
| Senhor Espregueira | Minister of Finance |
| Senhor Villaca | Minister of Foreign Affairs |
| Senhor Alpoim | Minister of Justice |
| Senhor Moreira, junior | Minister of Marine |
| General Sebastiao Telles | Minister of War |
| Senhor Eduardo Coelho | Minister of Public Works |

THE SMOKING CONCERT.

Very punctually His Excellency the Governor appeared at the City Hall last night for the Interport Smoking Concert, and after a bar of the national anthem had been played, the Chairman (Mr. E. W. Mitchell) called upon the Band of H.M.S. *Vengeance* for the first item, a lively selection from "Hiawatha."

In addition to those at the numerous tables arranged on the floor, there were numerous auditors upstairs. One of the gorgeous flunkies from the "Dorothy" cast put up the numbers, and was greeted with ironic applause at each appearance.

The first vocal contribution was by Mr. F. Austin, who sang "Old Heidelberg" to Mr. Daniel's accompaniment. He has a nice, flexible voice, and when he gets more confidence, will probably develop into a real singer. He was more at home as the song proceeded, "producing" with better effect than in the opening lines.

A great burst of applause followed the chairman's announcement that Mr. Tozer would now sing, and his appearance (dressed for the part of a man who had been away on a "beast" was greeted with yells of "Up Devon." He was in "great form," and a local hit he made at someone known as "the Count" awoke a joyous pandemonium. (Encore). He next sang of the loss of a safety pin, and the company seemed quite concerned about it.

Of quite a different order was Mr. P. W. Goldring's contribution, a song entitled "My love is come," a carolsome ditty which he rendered with good voice and appropriate expression. Mr. Boyet was his accompanist. Being encored, Mr. Goldring, evidently a highly trained singer, sang "My Great Heart." In this he was not so happy.

Mr. R. Sutherland followed with a musical sketch entitled "Our Penny Reading." His imitations of the various performers were punctuated by gurglings of bottles. His imitation of a village spinster singing was excellent, and very funny. He was better still as the little boy reciting. The climax came with the wooden-armed man's recitation.

The naval band then played "Populonia," apparently a coined word for "popular airs." While it was on, two of the cricket captains appeared and were cheered.

The exhibition of sparring by Messrs Armstrong and Franks was really well worth watching. It was a good match. Armstrong was a sweet tempered lad with a very quick counter, and a pretty left hand play for favourite. Franks was a stayer, and on the second round more than held his own. In the third and fourth, the points (if counted) would probably mostly have gone to Armstrong.

The band played "Choristes" during the interval. With Mr. A. G. Ward at the piano. Mr. G. H. Edwards sang of "the Dear Land." It was very carefully rendered, in a voice that reached every part of the hall, and evoked a hearty burst of applause.

The sailors' hornpipe by two real sailors, Messrs Halton and O'Leary, was a very popular item, that secured repeated plaudits, and an encore.

Amid cries of "Good Evans," Mr. A. R. Evans came on to sing a comic song. It was about a series of annoyances he experienced just as he was retiring for the night. He was dressed in a quaint "knockabout" costume, and had a very professional manner of making his points. He had to sing again, and gave a clever imitation of George Robey, which greatly delighted the company.

The next item was the Hussar's chorus and dance from "His Excellency," by ten gentlemen. These gallant warriors, transformed into ballet girls by an eccentric governor, did some novel figures. After this item, advanced from its place in the programme to permit His Excellency to see it, the real Governor left, while another verse of the national anthem was played. Three cheers and a tiger were given for His Excellency.

Mr. G. P. Lammert had an oration when he made his bow before singing "Queen of the Earth." He sang the fine old song splendidly; it was decidedly the most musical event of the night. He got a beautifully rounded tone for that rather exacting penultimate note in the finale, and had an undeniable encore. He responded with "Songs of Araby," a song in which he always figures to advantage. It suits his voice, and he has absorbed the spirit of the composition.

Quite a change was the next event, the conjuring by Mr. L. H. Branson. It was described by the Chairman as "a great treat." It was really conjury of a high order, as the complete silence each trick secured seemed to show. The silence was broken at the end of each one, by tumultuous applause.

Mr. P. W. Goldring re-appeared, amid great applause, to sing "Simon the Cellarer," in much better style. The refrain was caught up enthusiastically by the crowd. (Encore). After this song "Boy" was in great demand all over the room. A sailor-man, Mr. Millar, with the assistance of five of his mates, gave an exhibition of hypnotism. After this Mr. Mitchell's health was toasted, and that gentleman suitably acknowledged the compliment. He threatened to send a Hongkong eleven to Singapore that would beat the Straits team. They needed a beating. (Laughter). He proposed the toast of "the visitors."

The programme was finished with a lively song by Mr. Sutherland (in Scotch, without soda) and a "honeymoon march" by the Band. Mr. Sutherland's effort required an encore. He sang a tribute to the bassoon, with the aid of some strange reed instrument.

The health of Mr. A. R. Love, the Hongkong Club's popular secretary, was toasted, and a very merry company dispersed shortly after midnight.

HONGKONG ODD VOLUMES SOCIETY.

ANNUAL MEETING.

The annual meeting of the Hongkong Odd Volumes Society took place at the office of Mr. H. E. Pollock, K.C., No. 18, Bank Buildings, yesterday afternoon. Mr. Pollock presided.

The CHAIRMAN said—Gentlemen, there is not much to be said with reference to the report and statement of accounts. It has been in your hands some time. You will see that the balance in hand is \$195.89. It is not a very large balance to start the coming season with, and therefore I am anxious to get new members for the coming season. You will see from the report that Sir Matthew Nathan has kindly consented to be President, in succession to Sir Henry Blake; and you will be pleased to hear that Major-General Villiers Hutton and the Hon. F. H. May have agreed to take over the duties of Vice-Presidents. Mr. May, also, has kindly promised to give a lecture on "Irish Characteristics." I hope the members will come forward with lectures, and persuade their friends to come and give lectures also.

Mr. E. D. HASKELL proposed, Mr. D. E. GUBBAY seconded, the adoption of the report and accounts. This was done by a show of hands.

Mr. POLLOCK said that the next business is the election of officers. He was quite sure that he was only voicing the opinion of the members present when he said that they were very fortunate in having secured Sir Matthew Nathan for their President and Major-General Villiers Hutton and Mr. May for their Vice-Presidents. Just to have the matter in formal shape, however, he put their election to the meeting.

Mr. NEWMAN MUMFORD seconded, and it was carried.

Mr. POLLOCK said that the only other business was the election of the Hon. Secretary. Mr. Newman Mumford had very kindly acted as Hon. Treasurer since Mr. Purcell's departure from the Colony. He could say from his own experience that Mr. Mumford had thrown all his energy into the work. He proposed that Mr. Mumford be elected as Hon. Treasurer for the ensuing year.

Mr. GUBBAY seconded and it was carried.

Mr. POLLOCK proposed, Mr. HASKELL seconded, and it was carried, that Mr. POLLOCK be asked to continue as Hon. Secretary.

Mr. POLLOCK thanked them. He had been Hon. Secretary off and on for over ten years past, and always experienced difficulty in getting lectures to come forward. Now they had got competitors, the Union Church Literary Club, which had very successful meetings. The Y.M.C.A., also, were getting up lectures. This, however, must not make them discouraged, but ought to move them to fresh efforts and stimulate them to retain their place as a literary and lecturing institution.

Mr. NEWMAN MUMFORD said it was pleasing to know that they had such a man as Mr. Pollock for Hon. Secretary. He proposed a very hearty vote of thanks to Mr. Pollock (Applause). Mr. POLLOCK again thanked them. He hoped it would not be left to him alone to make their meetings a success during the winter season before them.

THE FIRST LECTURE.

Mr. J. Dyer Ball has kindly consented to deliver a lecture on "The Origin and Progress of the Chinese" in the former Chamber of Commerce room, at the City Hall this evening, commencing at 5.15 p.m. The Hon. F. H. May, C.M.G., will take the chair. Ladies are invited, and members may ask their friends.

Mr. Harding will give the next lecture on "The Religions of China," when H.E. the Governor will take the chair.

PAKHOL.

[FROM OUR CORRESPONDENT.]

16th November.

STANDING OF THE "CHUNSHAN." The s.s. *Chunshan*, Capt. Anderson, arrived here on the morning of the 12th inst., with the sad news of the stranding of the British steamer *Chunshan*, Capt. Lawlor, in the Hainan Strait, which took place on the 9th or 10th inst. The *Hailan* reports that on her way from Hongkong to Pakhoi direct she met the *Chunshan* entangled on the sand bank, flying signals of distress. As the *Hailan* was fully loaded she could offer no other assistance but to save the lives of those on board the stranded vessel, which offer was immediately accepted. For this purpose the *Hailan* remained by the wreck for over two hours to wait for the shipwrecked crew to be dragged on to her when the tide was slack, as owing to strong current the *Hailan's* boat could not reach the wreck. Seven European members of the crew preferred to remain by their ship, but Capt. Lawlor requested Capt. Anderson to telegraph to the agent in Hongkong (Messrs. Bradley & Co.) for assistance, which was done immediately the *Hailan* arrived here. The *Chunshan* was on a voyage from Hongkong to Hongkong, with coal, of which she has 2,700 tons on board. The pilot is said to have taken the vessel the wrong side of the buoy. She is now lying some three-quarters of a mile from land and between the red buoy and the shore, with big rollers washing from side to side. It is feared that with this spring tide, and with the prevalence of the N.E. monsoon usual at this time of the year, the *Chunshan* will be a total wreck.

THE WEATHER.

is fine and cool just now, with thermometer at 60 degrees Fahr. in the morning, but up to the evening of the 14th instant it was very hot for the season. On the night of the 14th inst., however, it began to blow a hard N.E. gale, which continued throughout the 15th, preventing the work on board the *Hailan* being resumed, as she brought amongst other cargoes, some 200 tons of Japanese coal for the Chinese Government.

ROYAL HONGKONG YACHT CLUB.

THIRD CLUB RACE, 20TH NOVEMBER.

In spite of the flags at Signal Hill warning yachtsmen that there was a typhoon raging in the China Sea, the whole yachting fleet ventured forth to contest the third club race.

The morning opened with light airs from the north, but at 1 p.m. there was a fairly steady breeze from the eastward, and during the races, probably owing to the movement of the typhoon, it backed to the southward and at times became fairly strong.

The *Elapheth* as usual got the best of the start in the first race, but was before very long overtaken by the *Dione*, which was to-day sailing very well, and reached the first mark, Channel Rocks, well ahead of the others. *Vernon* and *Elapheth* rounded close together, and *Aileen*, which had badly over-reached the Rocks, had to bear down and rounded last.

During the rest of the race *Dione* gradually increased her lead, and *Elapheth* and *Vernon* remained pretty close together the whole time.

The times at the finish were:—

| | H. | M. | S. |
|-----------------------|----|----|----|
| <i>Dione</i> | 3 | 6 | 15 |
| <i>Vernon</i> | 3 | 14 | 45 |
| <i>Elapheth</i> | 3 | 17 | 2 |
| <i>Aileen</i> | 3 | 23 | 0 |

ONE-DESIGN CLASS.

The wind was freshening when this class started, and *Kathleen* and *Min*, nearest the mark-boat, got the best of the start. *Kathleen* kept a slight lead the whole way, being about 13 min. ahead of *Min* at the last turn round the Quarry Bay mark-boat. But in the run home she was very nearly caught, and the race between these two boats almost resulted in a dead heat.

The times at the finish were:—

| | H. | M. | S. |
|-----------------------|----|----|----|
| <i>Kathleen</i> | 3 | 25 | 2 |
| <i>Min</i> | 3 | 25 | 5 |
| <i>Colleen</i> | 3 | 28 | 45 |
| <i>Bonito</i> | 3 | 29 | 30 |

We believe that the *Evra* does not intend to sail in the Club Races this year, as her owner is going for a holiday to England.

HANDICAP CLASS.

Payne and *Iris* outmaneuvered the others at the start, but *Alannah* keeping more in the tide soon took the lead. Her new suit of sails were not, however, properly stretched, and she practically came to a standstill soon after rounding the Channel Rocks.

Chanticleer and *Doreen* then took up the running and had a very good race the rest of the way home.

The *Chanticleer* beat the *Doreen* at the second rounding of the Channel Rock by standing on to the eastward, and thus saving a tack at the Quarry Bay mark-boat.

Payne finishing a good last saved her time on all the other boats. She was only a few seconds astern of *Gloria*, who with a new suit of sails and a R.N. helmsman, was supposed to be going in great form.

Times at finish:—

| | H. | M. | S. | Corrected |
|--------------------------|----|----|----|-----------|
| <i>Chanticleer</i> | 3 | 35 | 45 | 3 27 30 |
| <i>Doreen</i> | 3 | 36 | 35 | 3 28 20 |
| <i>Iris</i> | 3 | 38 | 35 | 3 32 10 |
| <i>Alannah</i> | 3 | 39 | 45 | 3 39 45 |
| <i>Gloria</i> | 3 | 40 | 8 | 3 38 43 |
| <i>Payne</i> | 3 | 40 | 45 | 3 27 0 |

N. D. L. ENTERPRISE.

The N. D. L. s.s. *Prinz Eitel Fritz* is due here to-morrow. She is on her maiden trip.

The N. D. L. s.s. *Prinz Sigismund* arrived from Australia yesterday. This vessel, together with the s.s. *Prinz Waldemar*, is employed on the newly established line between Yokohama and Sydney, via Hongkong. These sister-ships were originally intended for service between Singapore, New Guinea and Sydney. They are handsome two funnel vessels, their white paint setting them off to complete advantage. Their registered tonnage is 3,600. They are three-deck steamers with two decks running from end to end, and a "cut" lower deck forward and high frames. They have bilge keels, a double bottom extending from end to end, a forecastle about 59 ft. long, a promenade deck about 131 ft. long, and a poop 79 ft. long. Each vessel is divided into nine watertight compartments. The passenger accommodation is very fine, having been specially arranged for the tropics.

The N. D. L. s.s. *Prinz Heinrich*, with the homeward mail aboard, arrived at Singapore at nine o'clock on Sunday morning, having left Hongkong at noon on Wednesday, the 16th inst. This, really, is a splendid passage—3 days 21 hours.

STEAMER MOVEMENTS.

The C.P.R. steamer *Empress of Japan* arrived at Shanghai at 10 a.m. on Saturday, the 19th Nov., and left again at 6 a.m. on Sunday for Hongkong, where she is due to arrive at noon to-day.

The C.P.R. steamer *Empress of India* arrived at Nagasaki at 9.30 a.m. on Monday, the 21st Nov., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 8 p.m. to-day.

The P.M. steamer *Manchuria*, with mails, &c., left San Francisco for this port via Honolulu, &c., on the 19th Nov.

The J.C.J. steamer *Tylojap* left Kuchinotzu for this port on the 19th Nov., and may be expected here on the 28th Nov.

The I.G.M. steamer *Prinz Heinrich*, which left here on the 16th Nov., arrived at Singapore on Sunday at 9 a.m.

The silk ex steamer *Shammut* arrived in New York on the 9th Nov.

The silk ex steamer *Tremont* arrived in New York on the 12th Nov.

The steamer *Teian* arrived at Yokohama on the 20th Nov.

SUPREME COURT.

Monday, 21st November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUISNE JUDGE).

CHAN SO B. A. CASEY.

This was an action brought by the steward of the s.s. *Chu Kong*, to recover \$167.40, alleged to be owing to him on account of drinks and food supplied to the defendant—captain of the steamer—the chief engineer and the chief officer.

Mr. P. W. Goldring (of Mr. G. K. H. Bruton's office) appeared for the plaintiff, and Mr. Dixon (of Mr. John Hastings' office) for the defence.

Plaintiff said he was steward of the river steamer *Chu Kong*. He messaged the officers for \$30 a head, and made what he could out of it, receiving no wages. The captain's boy managed the bar for the captain. On the 14th September the captain handed him over the bar, because he had been complaining that he could not make any money as it was. The stock then was valued at \$312.

On the 1st October the captain paid his account—that was \$90 for board (\$30, a head, for the captain, chief engineer and chief officer), and extra for liquor, the whole amounting to \$156. From this sum \$12½ was taken off on account of liquor taken over, and also \$30 for two cases of whisky. On the 23rd October the chief officer's boy complained to him that the chief officer beat him, and the pantry boy complained that the captain beat him. He told the captain that he must not strike the boys, and the captain replied that if he did not like it he could leave. He went. The captain then owed him \$167.40.

The captain's and chief officer's liquor books were put into court.

Plaintiff said the chief officer would not give him his book; he said he had lost it. All the same he had an account. On the 24th October he put in the account. The captain said he would pay him in the afternoon, but when he went to receive his money the captain was ashore. On the 25th October he went on board the ship, but the captain said "I do not owe you any money, or know you; you must not be on my ship or I will get you arrested."

Cross-examined, witness said he had bought nothing from Fook and Company, but the captain did before he took over the bar. The captain did not hand him \$85.44 in the presence of the chief engineer, and tell him to pay Fook and Company's bill. Before he went on the *Chu Kong* he had been on the *Pak Kong*, and other river steamers. He was not discharged from his last ship on account of robbing the bar, but because he was losing money on supplying the provisions. When he first joined the *Chu Kong* he had nothing to do with the bar. The captain's boy sold liquor for his master. The captain guaranteed the chief officer and chief engineer. He did not run the bar for the captain, but on his own account.

The pantry boy gave corroborative evidence. Mr. Dixon said that the man, in order to succeed in his claim, must show that these drinks and refreshments belonged to him; he submitted that the bar belonged to the captain. Defendant stated that the bar belonged to him, and he had given the plaintiff \$85.44 which he had not accounted for; and which he had had to pay a second time.

After further evidence His Honour gave the plaintiff judgment for \$69 owing to him on account of food, but would not countenance the drinks—it had not been proved that the defendant owed him money for these. He allowed plaintiff costs.

[The plaintiff was arrested last Friday on a charge of embezzling \$85.44 from the defendant in this case, but as Captain Casey did not appear to prosecute he was released from gaol on Monday.]

POLICE COURT.

Monday, 21st November.

BEFORE MR. H. H. J. GOMPERTZ (FIRST POLICE MAGISTRATE).

PLAYING FAN-TAN.

Several owners of junks appeared before the Court to answer the charge of being without lights, and in each case small fines were inflicted. On boarding one of these junks at West Point, the Police found five men in the cabin playing fan-tan. Four of them were arrested, but the fifth effected his escape by jumping over the side. The defendants were each fined \$2 or 14 days.

CAUGHT IN THE ACT.

A coolie was charged with the larceny of \$2 from the Matron's room at the Government Civil Hospital. While in the room he was disturbed by the entrance of a sister who found him crouching behind a writing desk. She seized him, but he shook himself free, and dropping the box containing the \$2, ran out at the front entrance. He was sentenced to six weeks' hard labour and six hours' stocks.

BEFORE MR. F. A. HAZELAND (SECOND POLICE MAGISTRATE).

DISORDERLY. A sailor was charged with refusing to pay a rickshaw coolie, also with assaulting an Indian constable while in the execution of his duty. On the first charge he was fined \$3 and ordered to pay 35 cents compensation. On the second charge a fine of \$5 was inflicted.

A NIGHT OUT.

A Chinaman with no fixed place of abode, and out of employment, appeared to answer the charges of obtaining goods under false pretences and larceny. He went to a friend's wife, and stating that her husband required certain articles, obtained a suit of clothing, also a watch and chain. Dressed in his new outfit, he betook himself to a house of ill-fame at West Point, and while there stole a pipe. This was missed and the rogue was arrested. He was sentenced to four months' imprisonment and six hours' stocks.

PARIS.

[FROM OUR CORRESPONDENT.]

Paris, October 19.

THE LATE WALDECK-ROUSSEAU.

We are gratefully indebted to that up-to-date and popular contemporary *La Figaro* for most interesting matter in the form of notes written by the late regretted statesman M. Waldeck-Rousseau, and which could accurately be described as a kind of political testament. The extraordinary personality, the intelligence, as well as the political integrity of the late ex-Premier, make all his utterances and opinions of such importance that anybody wishing to give briefly an idea of what the French Press has received, and is about to receive, prefers to wait until all has been published. The memory of M. Waldeck-Rousseau is going to be perpetuated, and his political career is to be made to form a kind of standard, just as was Gambetta, who, like him, lived in times when the French nation was in peril, and who, as it were, led it likewise by the hand, and helped it out.

RACING.

It is rather difficult to say whether the French or English most felt the defeat of Pretty Polly at Longchamps last Sunday. Everyone present was almost certain that the Prix du Conseil Municipal would be won by the famous filly and English favourite as a matter of course. Up to the last moment there were good grounds for such hopes. Nothing could have been more disappointing to English and French sportsmen than to learn that M. Gaston Dreyfus's Presto II.—a rank outsider—had won the race, Pretty Polly following second. It was the latter's first defeat after an unbroken succession of fifteen wins. Surprise was general; at first English visitors could not realize the fact, nor could many Frenchmen. Major Leder, the owner of Pretty Polly, and Mr. Gilpin, its inscrutable trainer, were crashed by the blow which came so unexpectedly to one and all. Friends did all they could to console them, though consolation at such a time appeared brutal. Maher, a first class jockey, who had arrived in Paris only the same morning from Newmarket, could offer no excuse for the defeat. The filly never was in better condition; she stood the journey from Newmarket to Longchamps remarkably well, despite the choppy Channel. The change of climate is alone responsible for Pretty Polly's defeat. According to that well-known jockey Cannon: "No one can be blamed, nor can the mare; every horse going to France wants to have 10 lbs. in hand. They appear to gallop all right, but they lack one great essential—dash. The passage across the herring pond takes it out of them; this has been noticed over and over again by others than myself."

The dividend of Presto II.—which won the great race, defeating the English favourite by two and a half lengths by a 66 to 1 chance—in the "mutuels" was 668 frs. 30 centimes in the passage for every ten francs invested; and 400 francs for every five on the pelouse. The second and third horses' prices for places were respectively 14 and 15 francs in the passage, and 7 frs. 50 centimes and 9 frs. 50 centimes in the pelouse. Thus Pretty Polly was only 5 to 2 on for a place "inside," and 2 to 1 on outside—a wonderful price. The Prix du Conseil Municipal consisted of 40 coverings each with 4,000 added, for three year olds and upwards, weight for age; penalties and allowances. One and a half mile was the length of the course.

FAMOUS SCULPTOR DEAD.

The least that can be said about the death of that greatly lamented sculptor Bartholdi, who died in Paris last Tuesday week at the age of 70, from overwork, is that the irreparable loss which Art has experienced takes from our midst a man whose fame had spread to both sides of the Atlantic. His beautiful work of art "Liberty illuminating the world" situated at the entrance of New York Harbour, is familiar to most people; more so perhaps than his other chef-d'œuvre, to wit "Le Lion de Belfort," which commemorates in so tragic a fashion one of the most stirring episodes of the Franco-German war. His Malediction d'Alsace is a household word so to speak with all Frenchmen; while his "Lafayette Arriving in America" erected in New York in 1837—considered to be the deceased's most successful work, commands world-wide admiration. Bartholdi, who worked like a slave all his life, was exceedingly popular with his countrymen, Parisians in particular. Until quite recently he was constantly engaged in his studio in spite of his great age. Advised to take a rest by his doctor, he was on his way to the country, when he was forced to return to Paris, feeling too ill and weak to continue the journey. He took to his bed, and passed away a few days later. He had been an exhibitor at every Salon for the last forty years. The funeral, which took place last Friday at Montparnasse cemetery, was a very simple and sad ceremony. Distinguished representatives from all branches of Literature and Art were present.

AN UNPROMISING START.

Charles Maret is a very popular man with his fellow-workmen—printers. Having notified to them that he was going to get married in a few days, they made elaborate preparations to celebrate the happy event with due honours. All passed off well, the complimentary dinner left nothing to be desired, though the juice of the grape flowed a little too freely. Maret was one of those who suffered in consequence. Nevertheless, next morning he got up in the brightest of spirits, attired himself in evening dress with silk hat—that being the customary dress of all French bridegrooms—and went

XMAS IS DRAWING NEAR.

THE MOST ACCEPTABLE FORM OF

GREETING

IS A LOCAL VIEW TAKEN BY YOURSELF ON A XMAS SLIP-IN MOUNT.

LONG HING & CO.

PHOTO GOODS DEALERS,

17A, QUEEN'S ROAD,

(Same Premises as Messrs. Ah Cheo.)

Hongkong, 10th November, 1904.

out to buy a pair of white gloves. On his way down the street he met two comrades who invited him to have drink; inside the wine-shop were a dozen other shopmates who were at déjeuner. All naturally insisted on "treating" him; by the time he left he was top-heavy and had not the courage to face the Mayor, much less his intended wife, so he resolved to go straight home and have a sleep. Before doing so, he had another "tonic," which took all the power out of his legs, seeing which he was taken into custody. He had not been there long when his frantic bride, accompanied by some friends, dashed up to the station, and inquired if they could give her any information about her missing groom. As her description of the man corresponded exactly with the one in the cell, she was requested to accompany an inspector. The sight of his bride quickly sobered Maret, who was at once released—but the day was too far advanced for the wedding to take place. Maret apologized for his conduct, and promised never to mix his drinks again.

MAL-DE-MER.

Another cure for sea-sickness! Dr. Widmann claims that after years of experience and research he has discovered the practice of a kind of abdominal gymnastics, of which he established the principles, absolutely stopped the nausea experienced by those who go down to the sea in ships, and suffer from the consequences thereof in the shape of Mal-de-Mer. The only thing necessary according to the worthy doctor is for the unfortunate sufferer to stand with his legs wide apart, while he seizes with his hands two stanchions fixed before him at the height of his shoulders; then he moves his hips slowly backward and forward, or if he prefers it, sideways, and this motion produces a kind of abdominal massage which in a very few minutes allays the terrible qualms.

ANOTHER SENSATION.

Paris must have a *cause célèbre* of some sort. The Casa-Riera case having after considerable excitement sunk to the level of a mere attempt at blackmail, the next sensation is provided by the military authorities, who have re-arrested the four officers recently released from prison, where they had been detained on a charge of appropriating Secret Service moneys in connection with the Dreyfus inquiry. It was found that they could no longer be proceeded against on that charge, as an amnesty had been granted. Lt.-col. Rollin and Captains Dantrieux, Francois and Mareschal—the officers in question—wrote a joint letter last Saturday to the Military Governor of Paris, General Desbrière, protesting against the report of the inquiry drawn up by Captain Cassel, and requesting to be sent before a court-martial, so that the "lying insinuations" of that officer might be disposed of. The reply to this was an order for them to be at the Cherche-Midi Prison early last Sunday morning, when they were at once put under lock and key. The officers are to undergo another trial for forgery and embezzlement.

DEATH OF VICE-ADMIRAL VANSITTART.

Vice Admiral Edward Westby Vansittart died at Worthing, on the 19th October, at the age of 61, by six. He was the third son of Vice-Admiral Henry Vansittart, of Eastwood, Canada, and was educated at the Royal Naval College, entering the Navy on June 3, 1831. As midshipman of the *Jasow*, he served on the East Coast of Spain during the Carlist War of 1834-6, and, passing his examination on August 2, 1837, as mate of the flagship *Wellington*, took part at the reduction of Tarragona in February, 1838, and in other operations in the Gulf of Persia. During the war with China in 1842, he was mate of the *Comet*, the flagship of Sir William Parker, and took part in the attack upon the fortified heights of Chao-poo, and in the capture of the Woosung batteries, when he obtained mention in Despatches, and was rewarded with the medal with two clasps, and promotion to the rank of Lieutenant. After serving in the *Serpent* and the *Spitfire*, he was appointed, in December, 1846, to the *Albatross*, the flagship of Sir William Parker in the Mediterranean, and in the course of the Portuguese Rebellion was present at the surrender of the rebel fleet off Oporto. He was appointed Senior Lieutenant of the Royal yacht *Victoria and Albert* (Captain Lord Adolphus Fitz Clarence) on January 1, 1848, and in October, 1849, was promoted to be Commander, when he commanded the *Bittern* and proceeded to China, where he was constantly engaged in the suppression of piracy in the China seas, and was again mentioned in Despatches. During the war with Russia, Commander Vansittart was in 1854 attached to the Squadron blockading De Castries Bay, in the Gulf of Tartary, and the following year, having been sent to the Far East, destroyed a piratical fleet of 40 war junks and the pirate stronghold and fleet in the harbour of Shipoon, rescuing a party of English ladies who had fallen into the hands of the pirates. For these services he received the official thanks of the Chinese authorities and an illuminated address and a magnificent screen from the British and foreign merchants. He became Captain in January, 1856, and while in command of the *Ariadne* escorted the present King to the British America Colonies and back in 1860. He was created a C.B. in 1867, and was awarded a Good Service Pension in 1869. As Captain of the *Sultan* and Senior Captain of the Channel Squadron, he was sent, in September, 1872, to salute M. Thiers, the President of the French Republic, on his visit to Havre, and as Commodore, was second in command of the Channel Squadron in 1873. In July he was placed on the Captains' Retired List, and accompanied Admiral Hornby to Drontheim to the Coronation of King Oscar of Sweden and Norway. He was advanced to the rank of Rear Admiral in January, 1874, and to that of Vice Admiral in February, 1879.



TRADE MARK.

TELEPHONE No. 135.

HAVE YOU TRIED

"YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE
PLEASING
POPULAR
PALATABLE
PRODUCTION

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE & CO.

12, QUEEN'S ROAD CENTRAL.

ROBINSON PIANO

CO., LD.

NEW IRON

FRAMED

PIANOS

\$425.00

GUARANTEED FOR CLIMATE.

MASTER

PIANO

PLAYERS

\$385 AND \$500

PLAYING ALL THE NOTES OF THE

PIANO \$650

PERSONALLY SELECTED

PIANOS BY

BECHSTEIN.

KAPS.

HOPKINSON.

KRAUSS.

RACHALS. &.

BABY

GRANDS

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until terminated. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: Press, Odes: A.B.O., 5th St. Lieber's. P.O. Box, 38. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

IT IS NOTIFIED for information that any Trademark showing Soldiers under my command to contract Debits, will do so at their own risk.

(Sd.) W. G. B. WESTERN (Col.),
2nd R. W. Kent Regt.
Hongkong, 21st November, 1904. [2730]

TO LET.

GODOWN No. 3, New Praya, Kennedy Town.
Apply to
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 22nd November, 1904. [2725]

DON'T FAIL TO SEE!!!
THE EXHIBITION OF JAPANESE PHOTOGRAPHY.

K. TAMAMURA,
PHOTOGRAPHER OF YOKOHAMA.
From 9 a.m. to 6 p.m. Daily, until the 25th inst. At ROOMS No. 6, and 7, FIRST FLOOR of No. 31, Queen's Road Central, opposite Post Office (formerly occupied by W. Powell & Co., Ltd.).
GREATLY REDUCED PRICES FOR PHOTOGRAPHIC VIEWS.

COLOURED LANTERN SLIDES,
XMAS and POST CARDS also on View.
He will also undertake any Local COMMISSIONS FOR PORTRAITS OR OTHER PHOTOGRAPHIC WORK which will be executed in the Firm's well-known Artistic Manner.
Enlargements a Speciality.
Hongkong, 22nd November, 1904. [2726]

NOTICE TO MARINERS,
No. 220 (SPECIAL).

CHINA SEA.
SHANGHAI DISTRICT.
BUTON ROCK LIGHTHOUSE.

NOTICE IS HEREBY GIVEN that the Light on Buton Rock was exhibited for the first time at sunset on the 14th November. The illuminating apparatus is a dioptric consisting of the sixth order showing a fixed white light varied by single eclipses every 15 seconds, thus:
12 Seconds Light.
24 Seconds Eclipse.

The light tower is situated on the eastern end of the rock and the light, which is elevated 67 feet above the level of the sea, should be visible in clear weather at a distance of 10 nautical miles.

The tower is round, of concrete, 26 feet high with a total height from base to top of lantern of 32½ feet and is painted Black.

Approximate position.
Lat. ... 30° 33' 13"
Long ... 122° 22' 13"

Fog Bell Signal.

In thick or foggy weather a bell will be struck continuously by machinery one stroke every 10 seconds.

H. G. MYHRE,
Acting Deputy Coast Inspector.
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 15th November, 1904. [2727]

PUBLIC AUCTION
OF
ARTISTIC JAPANESE WATER
COLOUR PAINTINGS.

THE Undersigned has received instructions to Sell by Public Auction,
on
SATURDAY,
the 26th NOVEMBER, 1904, at 2.30 P.M., at his SALES ROOMS, Duddell Street,
A COLLECTION OF
VERY FINE JAPANESE WATER
COLOUR PAINTINGS,

Such as:
LANDSCAPES, TEMPLES, PORTRAITS, &c., &c., &c.
Executed by the well-known Artists
"MINAKAWA," "NISHIMURA,"
"KATO,"
and others from the Art School at Tokio.
N.B.—Half proceeds of above Sale are to be handed over to "RED CROSS SOCIETY."
On view from Friday, the 25th November. Catalogues will be issued.

TERMS:—Cash on delivery.

GEO. P. LAMMEET,
Auctioneer.

Hongkong, 22nd November, 1904. [2728]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI, MOJI AND KOBE.

THE Steamship

"EASTERN,"
Captain McArthur, will be despatched as above TO-MORROW, the 23rd inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 21st November, 1904. [2722]

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HALLOONG,"
Captain Passmore, will be despatched as above TO-MORROW, the 23rd inst., at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.

Hongkong, 21st November, 1904. [2723]

NEW ADVERTISEMENTS

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PURNEA,"
Captain Pearson, will be despatched as above on TUESDAY, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
Agents.

Hongkong, 21st November, 1904. [2724]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG, AND SINGAPORE.

THE Company's Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Levant ex s.s. Europe, transhipped at Port Said.

From Venice ex s.s. Venus, transhipped at Trieste.

From Trieste ex s.s. Imperatrix, transhipped at Bombay.

From Zanzibar ex s.s. Bohemia, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 28th November, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 28th November, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.

Hongkong, 21st November, 1904. [3]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"NINGCHOW,"
are hereby notified that the Cargo is being discharged into Craft, and/or loaded at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 21st inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 25th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered a ter the 26th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 29th inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 22nd November, 1904. [10-11]

CHEAP SALE OF FURNITURE.

IN consequence of Removal to New Premises, the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

LI KWONG LOONG,
No. 1, Wyndham Street,
Behind the Old Hongkong Club Building,
Hongkong, 22nd November, 1904. [2729]

LOST—DOG.

JAPANESE PUG (male). Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given and no questions asked if returned to

Mrs. C. W. CLARK,
No. 5, Ripon Terrace,
Hongkong.

Hongkong, 15th November, 1904. [2684]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE, who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English Scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address—
S. E. P.,
Care of Daily Press Office.

Hongkong, 8th November, 1904. [2623]

WANTED.

PERMANENT Position, where there is good chance of advancement. General Office or Bookkeeping. American experience.

Address—
W. W. W.,
Care of Daily Press Office.

Hongkong, 19th November, 1904. [2709]

MAGASIN DE

LA MODE

(FLINT & CO.)

No. 4, DES VŒUX ROAD.

BEG to announce that they have just received their

NEW SEASON'S GOODS

consisting of

ORIGINAL CREATIONS

IN

MILLINERY, GOWNS,

FANCY BLOUSES,

AND WRAPS,

which will be ready for their clients' inspection on

TUESDAY, 22ND NOVEMBER, 1904.

Hongkong, 21st November, 1904. [2719]

QUAN YAH & CO.

GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.

Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [2458]

ENTERTAINMENTS

HARMSTON'S CIRCUS

AND ROYAL MENAGERIE

OF PERFORMING WILD ANIMALS.

LOCATION: CLAUDEWAY BAY, NEAR POLO GROUND.

TO-NIGHT! TO-NIGHT!!
AND EVERY NIGHT AT 9 P.M.

TO-NIGHT! TO-NIGHT!!
PRESENTATION NIGHT.

Under the Patronage and Presence of
The Interport Cricket Teams.

GREAT SUCCESS OF OUR CHANGE
OF PROGRAMME.

MIDDLE OURA.

In her Graceful Act on the Silver Wire.

MISS IONA GINNETT,
Europe's Most Novel Horsewoman.

TOM BANATO,
The Funniest of Funny Clowns.

THE ELECTRIC TRIO.

Next Grand Matinee.

WEDNESDAY, NOVEMBER 23RD.

Doors Open 3 o'clock. Commences 4 o'clock.

Children Half Price to Matinees only.

FRIDAY NIGHT, NOVEMBER 25TH.

First High Jumping Contest.

For China Ponies 142 and Under.

A Handsome Trophy for the Winner.

N.B.—The Menagerie will be thrown open daily between the hours of 10 A.M. and 5 P.M. for inspection of animals.

ADMISSION 20 CENTS.

PRICES OF ADMISSION.—
\$3, \$2, \$1, and 50 cents (Chinese Only).

N.B.—The Electric Tramway Co. will run special Cars before and after the Performances.

Booking Office for Box Seats and Dress Circle at the ROBINSON PIANO CO.

MADAME HARMSTON-LOVE,
Proprietress.

ROBERT LOVE, Manager.

R.A.TON & A. LEONARD, Agents.

Hongkong, 16th November, 1904. [2721]

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY"

IN THREE ACTS

Will be Produced on the following dates:—

TO-NIGHT (TUESDAY), 22ND NOVEMBER, 1904.

WEDNESDAY, 23RD " "

THURSDAY, 24TH " "

FRIDAY, 25TH " "

SATURDAY, 26TH " "

SUNDAY, 27TH " "

Doors Open at 8.30 P.M., Curtain Rises at 9 P.M.

The Booking Office (at The Robinson Piano Co.) will be opened to GUARANTEED ONLY on 3rd November, and to the General Public on and after 5th November, between the hours of 9 A.M. and 4.30 P.M. each day.

Late Trains quarter-of-an-hour after fall of Curtain.

Stalls and Dress Circle \$3.

Pit Stalls \$2.

Pit \$1.

A. CHAPMAN,
Business Manager.

Hongkong, 1st November, 1904. [2574]

DANCING! DANCING!! DANCING!!!

MR. J. H. PIDGEON begs to announce that he is open to receive pupils for DANCING either in Classes or privately at No. 11, Caine Road. Terms Moderate. Apply at above address.

Hongkong, 19th November, 1904. [2711]

INTIMATIONS

BOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the

BOTHEN MARK LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 24th NOVEMBER, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th November, 1904. [2704]

ESTABLISHED 1820.

C. LAZARUS & CO.

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET,

CALCUTTA.

SOLE MAKERS OF THE

STANDARD

INDIAN BILLIARD TABLE

A reputation of over EIGHTY YEARS maintained against all competition, and the Standard Billiard Table stands to-day

UNRIVALED.

PERFECT IN DESIGN,

ACCURATE IN CONSTRUCTION,

MODERATE IN PRICE,

EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG DAILY PRESS" Office. [2318-1]

NOTICE.

WE have This Day Amalgamated our Business, which will in future be carried on under the name of ACHEE & CO. Orders placed with PO CHEUNG & CO. will be duly completed.

ACHEE & CO.
PO CHEUNG & CO.
Hongkong, 21st November, 1904. [2717]

QUAN YAH & CO.

GRANITE AND MARBLE MERCHANTS,
EXPORTERS AND CONTRACTORS.

Sole Agents of
QUAN TAI & CO., Lime Manufacturers.

All descriptions of
GRANITE AND MARBLE FOR EXPORT.

Dealers in
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.

Hongkong, 17th October, 1899. [2458]

AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

T-DAY (TUESDAY),

the 22nd NOVEMBER, 1904, at 2.30 P.M., at his SALES ROOMS, Queen's Road,

GENT'S SUIT LENGTHS and COAT-INGS:

LADIES' DRESS MATERIALS, SILKS, FLANNELS, GENT'S SHIRTS, COLLARS, SOCKS, VESTS, &c.,

GENT'S and LADIES' BOOTS and SHOES,

&c., &c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.

Hongkong, 12th November, 1904. [2713]

PUBLIC COMPANIES

THE HONGKONG STEAM WATER-BOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE FOURTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 37, Connaught Road, on FRIDAY, the 25th day of November, at Noon, for the purpose of presenting the report and statement of accounts to 30th September, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 25th November, both days inclusive.

J. W. KEW,
Manager.

Hongkong, 10th November, 1904. [2658]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Green Island Cement Company, Limited, will be held at the COMPANY'S OFFICES, St. George's Building, Praya Central, Victoria, Hongkong, on SATURDAY, the 26th day of November, 1904, at 11 o'clock in the forenoon, when the Subjoined Resolution will be proposed:

That the Capital of the Company be increased from \$1,000,000 (divided into 100,000 Shares of \$10 each) to \$1,500,000 (divided into 150,000 Shares of \$10 each) by the creation of 50,000 New Shares of \$10 each to be offered and if accepted to be allotted to the persons constituting the shareholders of the Company according to the Company's Register of Shareholders on the

TO LET.

TO LET.
A LARGE OFFICE on Ground Floor, of No. 2, Wyndham Street. Possession 1st August, 1904.
Apply to—
THE SECRETARY,
The Bowling Club Ltd.
Hongkong, 14th July, 1904. [1710]

TO LET.
FINE LARGE STORE, in Queen's Road Central (Best Part).
Apply to—
X,
Care of Daily Press Office.
Hongkong, 6th September, 1904. [2161]

TO LET.
NO. 1, RIFON TERRACE (in FLATS).
A HOUSE in WONG-NEI-CHONG ROAD, facing Race-course.
FLATS in MORETON TERRACE, facing the Polo Ground.
OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).
GODOWNS, PRAYA EAST.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 29th June, 1904. [175]

TO LET.
3RD FLOOR, suitable for Office.
Apply to—
WING CHEONG,
35, Queen's Road Central.
Hongkong, 3rd June, 1904. [174]

TO LET.
NO. 16, HOLLYWOOD ROAD (6 Rooms) (with Kitchens, Bathrooms, and Servants' quarters).
Apply to—
H. M. S. H. ESMAIL,
4, Hollywood Road.
Hongkong, 16th August, 1904. [199]

TO LET.
THREE FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 1st August, 1905. Moderate Rentals.
Apply to—
HUMPHREYS' ESTATE & FINANCE CO., LD.
Hongkong, 3rd June, 1904. [2350]

TO LET.
TWO FURNISHED ROOMS in a Private House in Kowloon, either separately or together, with or without Board.
Apply to—
M. N.,
Care of Daily Press Office.
Hongkong, 19th November, 1904. [2710]

TO LET.
NO. 1, STEWART TERRACE, the Peak.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th March, 1904. [865]

TO LET.
NOS. 17, 19 & 21, SEYMOUR ROAD.
Nos. 6, CASTLE ROAD.
Nos. 74, CAINE ROAD.
Apply to—
COMPRADE DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 17th September, 1904. [436]

TO LET.
A SUITE of TWO ROOMS, on the Ground Floor of the Annex, suitable for Offices. For particulars apply to the undersigned.
C. H. GRACE,
Secretary.
Hongkong, 4th June, 1904. [1417]

TO LET.
THE whole of the SECOND FLOOR of No. 34, QUEEN'S ROAD CENTRAL (opposite the General Post Office). Rooms are light, spacious and well ventilated, 13 in number, beside Kitchen, Pantry, Bathrooms, and Servants' Quarters, &c., at a very moderate rent. Immediate Possession.
Apply to—
WONG CHU SANG,
Care of Yee Sang Fat & Co.,
34, Queen's Road Central.
Hongkong, 17th November, 1904. [2700]

TO LET.
TWO ROOMS, on the First Floor of Alexandra Buildings.
Apply to—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 17th June, 1904. [1515]

TO LET.
FURNISHED ROOM, with Board, from date; Tennis Court attached; near Kowloon Ferry, Kowloon.
Apply to—
C. L.,
Care of Daily Press Office.
Hongkong, 5th October, 1904. [2375]

TO LET.
BANGOUR (PEAK).
THE EYRIE (PEAK).
ONE HOUSE on the LOWER TERRACE of BELLIOS TERRACE.
BELLIOS TERRACE, Nos. 11 & 13.
BEACONSFIELD ARCADE, No. 14, 1st Floor.
ONE SHOP in BEACONSFIELD ARCADE.
Apply to—
LINSTED & DAVIS.
Hongkong, 3rd October, 1904. [2363]

TO LET.
A EUROPEAN HOUSE, No. 153, Praya East, Four Rooms and Kitchen, Servants' Quarters, Bathrooms, Hot and Cold Water, Good Sea View.
Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 8th August, 1904. [1177]

TO LET.

TWO FRONT ROOMS on the 1st Floor of Victoria Buildings (No. 5, Queen's Road Central), suitable for Offices.
Apply to—
DAVID SASSOON & CO., LD.
Hongkong, 16th November, 1904. [2695]

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING.
THE LEADING MINERAL WATER OF THE EAST
Bottled in Japan by H. E. REYNELL & CO.
BEWARE OF JAPANESE IMITATIONS.
F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [2578]

AMOY ENGINEERING CO., LD. AMOY
CALL FLAG E.
REPAIR WORK to Steamers and Launches. Castings in Brass and Iron. Moderate charges. Work solicited.
J. D. EDWARDS,
Manager.
Amoy, 3rd December, 1903. [51]

THE SWATOW GRASS CLOTH SILK and DRAWN THREAD WORK DEPARTMENT.
Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.
Swatow, 8th June, 1904. [2160]

SIEN TING.
SURGEON DENTIST.
No. 10, DAGUILLAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903. [2327]

MITSU BISHI DOOKYARD AND ENGINE WORKS, NAGASAKI.
CODE WORD: "DOCK" NAGASAKI.
A. I. A. B. C., Scott's and Engineering Code Used.
DOCK No. 1 (at TATEGAMI).
Extreme Length... 533 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 83 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 261 "

DOCK No. 2 (at MUKAJIMA).
Extreme Length... 371 feet.
Length on Blocks... 350 "
Width of Entrance on Top... 66 "
Width of Entrance on Bottom... 53 "
Water on Blocks at Spring Tide... 22 "
PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.
The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED WITH POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. [1703]

WEI CHEETOO & CO.
IMPORTERS, EXPORTERS
AND
GENERAL COMMISSION AGENTS.
SPECIALITY: HUMAN HAIR.
No. 12, Pottinger Street, Hongkong.
Agencies:—
CHIEF CHEONG, Dealer in Human Hair.
SHUN LOONG, Preserved Ginger Factory.
CHOW LUNG YEE, Fire Cracker Factory.
Hongkong, 1st June, 1904. [1387]

REGISTRATION OF TRADE MARKS IN CHINA.
Copies of the EXPERIMENTAL REGULATIONS may be obtained at the Daily Press Office.
Price 25 cents each. Cash with order.
Hongkong, 6th October, 1904.

HONGKONG BUSINESS DIRECTORY.
BOOKBINDING.
"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home work.
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"DAILY PRESS" OFFICE.
Proofs read by Englishmen.
STOREKEEPERS
BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sail-makers, &c. Fresh Water supplied to Vessels in the Harbour.
KWONG SANG & CO.,
Shipchandlers Sailmakers, Provisioners Coal Merchants, Hardware, Engineers Tools, Metal, Iron and Steel Merchants 144, Des Voeux Road.

THE RUSSIAN RED CROSS SOCIETY.
The Russian correspondents of the Times reported last month that the administration of the Red Cross Society in the Far East had been subject to some very severe criticism in Russia. Although many of its members are working with whole-hearted devotion for the alleviation of the sufferings of the sick and wounded, there has been a great deal of speculation in the management of its funds. The Red Cross Society is divided into a number of local branches under one head administration at St. Petersburg. The Moscow branch above all others has become quite a byword among the people. A great many charitable persons have refused to give their money to the Moscow Red Cross Society, preferring to make their own arrangements. Thus the Moscow merchants, who have been particularly generous, have formed and equipped their own ambulance train for the Far East, and the same has been done by the various zemstvos and other associations, both public and private, throughout Russia, and even by rich private individuals like Prince Tassouff, who has his own hospital train running between Kharbin and Mukden.
Very little confidence is now felt that money given to the Red Cross Society will ever reach the Russian sick and wounded at all, and in the circumstances this is not surprising. But even those who are willing to make and pay for their own arrangements find the task no easy one. An association of nobles in the south of Russia wished to equip a special ambulance for the war, and although all preparations had been completed and the train was ready to start, the requisite official permission was repeatedly and inexplicably delayed. At last one of the members of the association went himself to St. Petersburg to try to accelerate matters. After being passed on from office to office and obtaining nothing but evasive replies and unsatisfactory promises, he discovered that the cause of the trouble was a certain highly-placed military official, who would not give the permission until he had received a substantial douceur. This having been provided, all difficulties vanished and the ambulance was allowed to proceed.
Another instance of speculation which occurred out at the seat of the war was related to me by a Russian who had had to do with the equipment of one of these private hospitals. A chief of police at Kronstadt, who had been dismissed and imprisoned for speculation some years ago, was appointed to an important position in the Red Cross Society and entrusted with a sum of 600,000 roubles (£60,000) to be expended in the Far East. He went out there, and soon the whole sum had disappeared, but nothing had been spent on the object for which it was intended. The affair came to light and the ex-chief of police was recalled, but actually given another appointment in the Red Cross Society's headquarters at St. Petersburg.
Although most of the nurses have behaved with the greatest gallantry and self-sacrifice in their task at the front, the conduct of others has been less praiseworthy, and 25 per cent. of them have been ordered back to Russia for scandalous misbehaviour.

COST OF THE BATTLE OF LIAOYANG.
What was the cost of the battle of Liaoyang? This is how, answers the *Pail Mall Gazette*, an expert in the manufacture of munitions reckons it up. There were 125,000 Russians and 150,000 Japanese. Deducting reserves and allowing for the fact that all could not be fighting at once, some 60,000 Russians and 80,000 Japanese were fighting for six hours, consuming 1,200 cartridges per man, or a total of sixty millions, worth £400,000. The 300 cannon used in the battle fired some 450,000 shells at an average price of 8s. or a total of £180,000. These sums do not, of course, include the cost of repairing the guns and cannon, and after two or three battles like that of Liaoyang they will all require serious attention. The Japanese field-guns cost about £400 each. The big gun-defending Port Arthur go to £40,000, and fire away £50 at every shot. Up to the present the Japanese Government has spent on war material some £12,000,000, and the Russian double that sum, so that in all some £36,000,000 have come out of the different arsenals of Europe and Asia. A Frenchman who is attached to a large gun-

making establishment, and who makes the above calculations, laments that Russia does not spend one-third of her foreign orders to France, and that as a matter of fact Japan has been a better customer so far. Net much business results from the friendship and alliance, adds the Frenchman, with some melancholy.

THE RUSSIAN VOLUNTEER FLEET.
Mr. Bosquet, British Acting Consul-General at Odessa, devotes a section of the latest report on the trade of his district to the present position of the Volunteer Fleet. After describing the establishment of the fleet after the Turkish war, Mr. Bosquet remarks that in 1890, it consisted of six steamers, still including three of the original vessels. Since that date five new ships have been periodically added to it, till last year the fleet was composed of 15 vessels, all British built, of which six were of the cruiser type, one was specially designed for the transport of convicts, and eight were cargo boats. In earlier years the vessels used to sail to the East fully loaded, with a complement of emigrants, troops, or prisoners, as the case might be, returning with time-expired troops from Siberia, and during the tea season, large cargoes of tea from Hankow at a freight of £3 per ton. As the original capital vessel, subscribed by the public as an absolute gift, and the payment of dividends could not enter into the scheme of working, it is not to be wondered at that in those halcyon days funds accumulated fast, while all surplus in hand, after deducting administrative expenses (which, however, were not light), could be devoted to the improvement of the fleet. But the Siberian Railway began to cut into its earnings, and other schemes of activity, which were promoted as a set-off to the resulting injury, compensated but poorly for the loss of passage money and freight for troops, stores, &c., now conveyed overland. Moreover, various private companies were started in competition with the fleet, and this tended still further to diminish its prosperity as a paying concern. The Volunteer Fleet has suffered from an absence of economy in its internal administration, which cannot fail to react upon it unfavourably in a financial point of view. In this connexion it may be remembered that the cruiser *Smolensk* was laid up at Sevastopol for about a year, in 1902-03. Before this she had made a single voyage which clearly demonstrated that her working expenses were so great as to render every trip a financial loss.

ROWLAND'S MACASSAR OIL FOR THE HAIR.
Preserves, Beautifies, Nourishes it. Nothing equals it. 10 years proves this fact. Golden Colour for Fair Hair. Of Stores, Chemists, Hairdressers.
3588-1

ST. ANDREW'S HALL.
SCOTSMEN Desirous of SUBSCRIBING to the forthcoming ST. ANDREW'S HALL, on 30th NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether Married or Single.
DAVID WOOD,
Hon. Secretary.
St. Andrew's Hall Committee.
Hongkong, 27th October, 1904. [2535]

NOTICE.
MR. H. RUTTONJEE begs to announce to his Numerous Customers and the public of Hongkong that Consignments of CHRISTMAS GOODS comprising MESSRS. CADBURY'S CHOCOLATE and well-known FRENCH SWEETS in Fancy Boxes suitable for presentation; MESSRS. TOM SMITH'S XMAS CRACKERS of Various Prices; MESSRS. BARSAC & TUCKER'S XMAS and NEW YEAR CARDS of elegant designs and descriptions; and also MESSRS. COLGATE and AKINSON'S PERFUMERY in Fancy Bottles of all Varieties, are being received and on show.
Inspection earnestly solicited.
H. RUTTONJEE,
No. 5, D'Aguiar Street,
and
36 to 38, Elgin Road, Kowloon.
Hongkong, 19th November, 1904. [2712]

NOT RESPONSIBLE FOR DEBTS.
NEITHER THE CAPTAIN, THE AGENTS nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.
KIEKLE, British str., W. J. Dermody—Doddwell & Co. Ltd.
SHEIKH, British str., Jones—Doddwell & Co. Ltd.

THE CIGARETTES OF THE FUTURE.
ONCE SMOKED ALWAYS SMOKED.
E. D. PROTOPAPAS & CO.
ALEXANDRIA & CAIRO, EGYPT.
FINEST EGYPTIAN CIGARETTES.
TRADE MARK.
LOTUS.
Large Size \$5.00 per 100
Gold Tippee Medium Size \$3.75 per 100
ZAFAR.
Large Size \$4.60 per 100
Medium Size \$4.20
KARIM.
Large Size \$3.75 per 100
Medium Size \$3.50
TEABIT.
Large Size \$3.00 per 100
Medium Size \$2.75 per 100
SOLE AGENTS FOR HONGKONG:
1615] KRUSE & CO., CONNAUGHT HOUSE.
ARNHOLD, KARBURG & CO.
LARGE STOCK OF LIGHT RAILWAY MATERIAL
Hongkong, 1st October, 1904. [a333]

COLD STORAGE.
THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Co. Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver perishable goods.
Wm. PARLANE, Manager.
Hongkong, 18th November, 1901. [175]

A. LING & CO.
FURNITURE STORE.
PLATED GLASS AND CROCKERY WARE, &c., &c., and FINEST LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [2267]

CARBOLINEUM-AVENARIUS.
FOR WHOLESALE CASK OF ABOUT 450 LBS NET
FOR RETAIL CASKERS IN LBS OF 10, 20, 30, 40, 50, 60, 70, 80, 90, 100, 110, 120, 130, 140, 150, 160, 170, 180, 190, 200, 210, 220, 230, 240, 250, 260, 270, 280, 290, 300, 310, 320, 330, 340, 350, 360, 370, 380, 390, 400, 410, 420, 430, 440, 450, 460, 470, 480, 490, 500, 510, 520, 530, 540, 550, 560, 570, 580, 590, 600, 610, 620, 630, 640, 650, 660, 670, 680, 690, 700, 710, 720, 730, 740, 750, 760, 770, 780, 790, 800, 810, 820, 830, 840, 850, 860, 870, 880, 890, 900, 910, 920, 930, 940, 950, 960, 970, 980, 990, 1000.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKIO.
Cable Address, "IWABAKI," which applies to all Branch Offices and Hongkong and Shanghai Agencies.
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HONGKONG: H. U. JEFFRIES.
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CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armada; the Imperial Railway; Sanyo, Kinshu and the other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.
EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinow, Namasuta and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best fuel. Coal from 1905.
Sole Agents for Kigio, Komatsu (Tagawa) and Matsushima Coals.
The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.
Coal sold in 1903 by the Company amounted to 1,210,000 tons.
TAKASHIMA COAL.
New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the EAST is now produced in abundance and can be supplied in any quantity.
Hongkong, 26th April, 1904. [11]

PURE FRESH WATER.
THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Bolders.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903.

BEYER, PEACOCK & CO., LIMITED.
Gorton Foundry, Manchester.
ESTABLISHED IN 1864.
LOCOMOTIVE ENGINES
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.
Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.
CRANE LOCOMOTIVES FOR LIFTING AND SHUNTING.
RACK RAIL LOCOMOTIVES, YARD ENGINES, &c.
WHEEL AND OTHER LATHES, MILLING MACHINES, DRILLS, PLANERS, SLOTTERS, &c.
EMERY GRINDING MACHINES A SPECIALITY.
ALL TOOLS ELECTRICALLY DRIVEN IF REQUIRED.
ALL PARTS OF THE ENGINES AND MACHINE TOOLS ARE MADE ACCURATELY TO STANDARD GAUGES.
WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

SHIPPING.

ARRIVALS.
ANGHIN, German str., 1,091 T. Schaefer, 21st November, —Bangkok 19th November and Swatow 20th, Rice —Butterfield & Swire.
AUGENARDE, British str., 2,341, R. Bryce, 20th November, —Kutchinotzu 13th Nov., Coal —M. B. Kaisha.
CHANGSHA, British str., 1,463, S. Moore, 21st Nov., —Sydney via Ports 27th October, General —Butterfield & Swire.
CHINA, American str., 3,186, D. P. Friele, 21st November, —San Francisco 25th Oct. and Shanghai 19th Nov., Mails and General —P. M. S. S. Co.
CHUYEN, Chinese str., 1,177, C. Stewart, 20th November, —Canton 19th Nov., General —Chinese.
EASTERN, British str., 3,586, W. G. McArthur, 21st Nov., —Amoy 19th Oct., General —Gibbs, Livingston & Co.
GIBBS, American str., 4,264, G. Damiano, 21st Nov., —Singapore 13th Nov., General —Sander, Wierler & Co.
JASON, British str., 7,449, Stevens, 21st Nov., —Shanghai 18th Nov., General —Butterfield & Swire.
KOWLOON, German str., 1,450, H. Stehr, 21st November, —Canton 20th Nov., General —Siemens & Co.
PRINZ REGENT LUITFOLD, German str., 6,287, H. Kirchner, 21st Nov., —Yokohama and Shanghai 19th Nov., Mails and General —Melchers & Co.
TINGHANG, British str., 1,045, R. C. D. Bradley, 21st Nov., —Canton 20th Nov., General —Jardine, Matheson & Co.

CLEARANCES.
AT THE HARBOR MASTER'S OFFICE.
 21st November.
Choyang, British str., for Swatow.
Foochow, British str., for Shanghai.
Ningchow, British str., for Shanghai.
Whampoa, British str., for Canton.

DEPARTURES.
 21st November.
CHINGHO, British str., for Java.
HONGKONG, British str., for Amoy.
NUBIA, British str., for Shanghai.

VESSELS IN DOCK.
 21st November.
ABERDEEN DOCKS—*Manning*.
KOWLOON DOCKS—U.S.S. *Fathomer*, *Hanoi*, *Pronto*, *America*, *Waru*, *Huysingh*, *Tean*, *Agtin*, *Court*.
COSMOPOLITAN DOCK—*Ikal*.

VESSELS ON THE BERTH

FOR CHINKIANG AND WUHU.

THE Company's Steamship

"KOWLOON."
 Captain C. Stehr, will be despatched for the above ports TO-DAY, the 22nd instant, at 3 P.M. For Freight or Passage, apply to SIEMSEN & CO., Agents.
 Hongkong, 19th November, 1904. [2715]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR."
 Captain A. Stewart, will be despatched for the above ports TO-DAY, the 22nd inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD., Agents.
 Hongkong, 15th November, 1904. 2690

FOR YOKOHAMA AND NAGASAKI.

THE Steamship

"NANSHAN."
 Captain E. P. Stovell, will be despatched for the above ports TO-DAY, the 22nd inst. For Freight, apply to BRADLEY & CO., Agents.
 Hongkong, 21st December, 1904. [2720]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"GISELA."
 Captain Damianovich, will leave for the above ports TO-DAY, the 22nd inst., P.M. For Freight or Passage, apply to SANDER, WIERLER & CO., Agents.
 Hongkong, 15th November, 1904. [3]

IMPERIAL GERMAN MAIL LINE.

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FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ EITEL FRIEDRICH."
 Captain E. Prehn, will leave for the above ports TO-DAY, the 22nd inst., P.M. For Freight or Passage, apply to MELCHERS & CO., Agents.
 Hongkong, 21st November, 1904. [5]

NORDDEUTSCHER LLOYD.

FOR FURTHER PARTICULARS, APPLY TO MELCHERS & CO., AGENTS.

Hongkong, 21st November, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER."
 Captain McIntosh, will be despatched for the above ports TO-DAY, the 22nd inst. For Freight or Passage, apply to GIBBS, LIVINGSTON & CO., Agents.
 Hongkong, 22nd October, 1904. [2499]

FOR CANTON.

THE now and fast Twin-Screw Steamer

"SAN CHEUNG."
 951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and port of call. Wharf at Hongkong near Hachon Office.
 First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.
CHEUNG ON STEAMBOAT CO., LD.
 No. 147, Connaught Road Central.
 Hongkong, 15th March, 1904. [3]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
 2. From Harbour Master's to Blake Pier.
 3. From Blake Pier to Naval Yard.
 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|-------------------------|-----------------------------|-----------------------------|
| LONDON, AMSTERDAM & ANTWERP | JASON | Brit. str. | 1 m. | T. G. Steeves | BUTTERFIELD & SWIRE | To-day |
| LONDON & ANTWERP | BENALDER | Brit. str. | — | McIntosh | GIBBS, LIVINGSTON & CO. | About 23rd inst. |
| LONDON, S.C. VIA PORTS OF CALL | SINCLAIR | Brit. str. | — | F. R. Summers | P. & O. S. N. Co. | On 3rd Dec., at Noon. |
| AMSTERDAM, LONDON & ANTWERP | TELEMACHUS | Brit. str. | 1 m. | Young | BUTTERFIELD & SWIRE | On 20th Dec. |
| AMSTERDAM, LONDON & ANTWERP | DIOMED | Brit. str. | 1 m. | H. Kirchner | BUTTERFIELD & SWIRE | To-morrow, at Noon. |
| BREMEN, VIA PORTS OF CALL | P. R. LUITFOLD | Ger. str. | — | Schoenfeldt | MELCHERS & CO. | On 29th inst. |
| HAVRE & HAMBURG | REGOVIA | Ger. str. | k. w. | Jabing | HAMBURG-AMERICA LINE | On 13th Dec. |
| HAVRE & HAMBURG | SENEGAMBIA | Ger. str. | k. w. | Forst | HAMBURG-AMERICA LINE | On 27th Dec. |
| HAVRE & HAMBURG | C. FRED. LAISSE | Ger. str. | k. w. | von Hoff | HAMBURG-AMERICA LINE | On 11th Jan. |
| TRIESTE, &c. VIA SINGAPORE, &c. | MARIA VALERIE | Ger. str. | — | Berberovich | SANDER, WIERLER & CO. | On 25th inst., P.M. |
| GENOA, MARSEILLES & LIVERPOOL | ADAMSON | Brit. str. | 1 m. | R. Day | BUTTERFIELD & SWIRE | To-day |
| GENOA, MARSEILLES & LIVERPOOL | DARDANUS | Brit. str. | 1 m. | J. Melhuich | BUTTERFIELD & SWIRE | On 20th Dec. |
| NEW YORK, VIA PORTS & SUEZ CANAL | KENNEDY | Brit. str. | — | — | STANDARD OIL CO. | About 23rd inst. |
| NEW YORK, VIA PORTS & SUEZ CANAL | ST. HUGO | Brit. str. | — | — | DODWELL & CO., LD. | About 30th inst. |
| NEW YORK, VIA PORTS & SUEZ CANAL | BREIZ-IZEL | Brit. str. | — | — | STANDARD OIL CO. | About 1st Dec. |
| NEW YORK, VIA SUEZ CANAL | CLAYDALE | Brit. str. | — | — | SHEWAN, TOMES & CO. | About 30th Dec. |
| VANCOUVER, VIA SHANGHAI, &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | — | CANADIAN PACIFIC R. CO. | On 14th Dec. |
| VANCOUVER, VIA SHANGHAI, &c. | ATHENIAN | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 23rd Dec. |
| VICTORIA (B.C.) & SEATTLE VIA NAGASAKI, &c. | KEEMUN | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 30th inst. |
| VICTORIA (B.C.) & TACOMA VIA JAPAN | PLEIADES | Brit. str. | — | F. G. Parington | DODWELL & CO., LIMITED | On 17th Dec. |
| PORTLAND, OREGON | ARAGONIA | Brit. str. | — | Schuld | PORTLAND & ASIATIC S.S. CO. | On 13th Dec., at Daylight. |
| ATLANTIC PORTS | CHANGSHA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 9th Dec. |
| AUSTRALIAN PORTS | EASTERN | Brit. str. | — | — | GIBBS, LIVINGSTON & CO. | On 14th Dec., at Noon. |
| YOKOHAMA & NAGASAKI | NANSHAN | Brit. str. | — | E. F. Stovell | BRADLEY & CO. | To-day |
| YOKOHAMA, VIA SHANGHAI, MOJI & KOBE | SOCOTRA | Brit. str. | — | C. J. Euston, R.M.R. | P. & O. S. N. Co. | About 27th inst. |
| KOBE & YOKOHAMA | PRINZ SIGISMUND | Ger. str. | — | D. Lenz | BUTTERFIELD & SWIRE | On 22nd inst. |
| KOBE | CHANGSHA | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | On 24th inst. |
| CHINKIANG & WUHU | KOWLOON | Ger. str. | — | C. Stehr | SIMMONS & CO. | To-day, at 3 P.M. |
| SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA | P. J. FRIEDRICH | Ger. str. | — | E. Prehn | MELCHERS & CO. | Quick despatch. |
| SHANGHAI, YOKOHAMA & KOBE | GISEL | Aus. str. | — | Damiano | SANDER, WIERLER & CO. | To-day, P.M. |
| SHANGHAI, MOJI & KOBE | FASTER | Brit. str. | — | McArthur | GIBBS, LIVINGSTON & CO. | To-morrow, at Daylight. |
| SHANGHAI VIA SWATOW | NINGPO | Brit. str. | 1 m. | — | JARDINE, MATHESON & CO. | To-morrow, at 5 P.M. |
| SHANGHAI | WCSAG | Brit. str. | — | — | BUTTERFIELD & SWIRE | On 24th inst. |
| AMOI STRAITS & RANGOON | BENGAL | Brit. str. | — | G. Phillips | P. & O. S. N. Co. | About 2nd Dec. |
| FOOCHOW, VIA SWATOW & AMOI | PUNERA | Brit. str. | — | JARDINE, MATHESON & CO. | JARDINE, MATHESON & CO. | On 29th inst., at Daylight. |
| TAMU, VIA SWATOW & AMOI | TRIUMPH | Jap. str. | — | A. Hansen | OSAKA SHOSHEN KAISHA | To-morrow, at Daylight. |
| TAMU, VIA SWATOW & AMOI | M. STRUVE | Jap. str. | — | T. Brandt | OSAKA SHOSHEN KAISHA | On 27th inst., at Daylight. |
| ANPING, VIA SWATOW & AMOI | PROVIDENCE | Jap. str. | 1 m. | H. A. Haraldsen | OSAKA SHOSHEN KAISHA | On 27th inst., at Daylight. |
| SWATOW, CHEFOO & TIENSIN | CHILLI | Brit. str. | 1 m. | C. Cornelsen | OSAKA SHOSHEN KAISHA | On 30th inst., at Daylight. |
| SWATOW, AMOI & TAMSUI | HAILOONG | Brit. str. | 2 h. | Hooker | BUTTERFIELD & SWIRE | To-morrow |
| MANILA | TEAN | Brit. str. | 1 m. | Sommerville | DODWELL & CO. | To-morrow, at 2 P.M. |
| MANILA | ZAFIRO | Brit. str. | — | R. Rodger | BUTTERFIELD & SWIRE | To-day |
| MANILA | RUBI | Brit. str. | — | R. W. Almond | SHEWAN, TOMES & CO. | On 24th inst., at 10 A.M. |
| MANILA | TREMONT | Brit. str. | — | T. W. Garlick | DODWELL & CO., LD. | About 2nd Jan. |
| MANILA, JEBU & ILOILO | KAIFONG | Brit. str. | 1 m. | Finlayson | BUTTERFIELD & SWIRE | To-morrow |
| SOURABAYA & SAMARANG | NEEDLES | Brit. str. | 1 m. | — | BUTTERFIELD & SWIRE | To-morrow |
| KUDAT & SANDAKAN | MATANG | Brit. str. | — | S. J. Payne | JARDINE, MATHESON & CO. | On 24th inst., at Daylight. |
| SINGAPORE, PENANG & CALCUTTA | CATHERINE APCAR | Brit. str. | — | A. Stewart | DAVID SASSOON & CO. | To-day, at 3 P.M. |
| SINGAPORE & BOMBAY | BANCA | Brit. str. | — | J. B. Fergusson | P. & O. S. N. Co. | About 29th inst. |

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS. CAPTAIN TO SAIL AT DAYLIGHT ON

"ARAGONIA" 5,198 Schults December 13th, 1904.

"NICOMEDIA" 4,370 Wagner January 9th, 1905.

"NUMANTIA" 4,370 Brimmer January 25th, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th October, 1904. [14]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 14th Dec.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 28th Dec.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 11th Jan.

R.M.S. "TARTAR" 4,425 Tons. WEDNESDAY, 25th Jan.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 8th Feb.

Hongkong to London, 1st Class, via St. Lawrence 200 via New York 252.

Intermediate on Steamers, 240. " " 242.

and 1st Class Rail " " " "

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent, 9, Pedder Street.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

† PLEIADES 3,753 E. G. Parington Saturday, December 17th

† TREMONT 3,606 T. W. Garlick January 10th

† LYRA 3,417 G. V. Williams February 9th

† PLEIADES 3,753 E. G. Parington March 4th

† Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 3,606 tons. T. W. Garlick About 2nd January.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw a.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 24th October, 1904. [7]

OSAKA SHOSHEN KAISHA

REGULAR STEAMSHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR, STEAMERS, LEAVING

FOOCHOW, VIA SWATOW, "TRIUMPH" WEDNESDAY, 23rd

AND AMOI, "A. HANSEN" Nov., at Daylight.

TAMU, VIA SWATOW, "M. STRUVE" SUNDAY, 27th Nov.,

AND AMOI, "T. BRANDT" at Daylight.

ANPING, VIA SWATOW, "PROVIDENCE" WEDNESDAY, 30th

AND AMOI, "C. CORNELIUSSEN" Nov., at Daylight.

TAMU, VIA SWATOW, "FRITHJOF" SUNDAY, 4th Dec.,

AND AMOI, "H. A. HARALDSEN" at Daylight.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially assigned new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8 Des Voeux Road Central.

Hongkong, 20th November, 1904. T. ARIMA, Manager. [15]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS. SAILING DATES.

PRINZ REGENT LUITFOLD ... WEDNESDAY ... 23rd November

PRUFUSSEN ... WEDNESDAY ... 7th December

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 21st December

SEYDLITZ ... WEDNESDAY ... 4th January 1905

HOON ... WEDNESDAY ... 18th January

BAVERN ... WEDNESDAY ... 1st February

ZIEHEN ... WEDNESDAY ... 15th February

SACHSEN ... WEDNESDAY ... 1st March

PRINCESS ALICE ... WEDNESDAY ... 15th March

PRINZ REGENT LUITFOLD ... WEDNESDAY ... 29th March

PRUFUSSEN ... WEDNESDAY ... 12th April

PRINZ EITEL FRIEDRICH ... WEDNESDAY ... 26th April

ON WEDNESDAY, the 23rd day of NOVEMBER,

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPA,
AND SUMATRA PORTS.

| FROM | STEAMERS | TO SAIL |
|-----------------------|--------------|-------------------|
| GLASGOW AND LIVERPOOL | "KEEMUN" | On 26th November. |
| GLASGOW AND LIVERPOOL | "MOYUNE" | On 9th December. |
| GLASGOW AND LIVERPOOL | "HECTOR" | On 14th December. |
| GLASGOW AND LIVERPOOL | "SOBRALENSE" | On 17th December. |
| GLASGOW AND LIVERPOOL | "HYSON" | On 20th December. |

| FOR | STEAMERS | TO SAIL |
|------------------------------------|--------------|-------------------|
| LONDON, AMSTERDAM and ANTWERP | "JASON" | On 22nd November. |
| GENOA, MARSEILLES and LIVERPOOL | "AGAMEMNON" | On 22nd November. |
| AMSTERDAM, LONDON and ANTWERP | "TELEMACHUS" | On 6th December. |
| AMSTERDAM, LONDON and ANTWERP | "DIOMED" | On 20th December. |
| GENOA, MARSEILLES and LIVERPOOL | "DARDANUS" | On 20th December. |

| FOR | STEAMERS | TO SAIL |
|---|----------|-------------------|
| VICTORIA, SEATTLE, Tacoma, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | "KEEMUN" | On 30th November. |

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 29th October, 1904.

[10-11]

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO SAIL |
|---------------------------|------------|-------------------|
| MANILA | "TEAN" | On 22nd November. |
| SOURABAYA & SAMARANG | "NEEDLES" | On 23rd November. |
| MANILA, CEBU and ILOILO | "KAIFONG" | On 23rd November. |
| SWATOW, CHEFOO & TIENTSIN | "CHIHLI" | On 23rd November. |
| KOBE | "CHANGSHA" | On 24th November. |
| SHANGHAI | "NINGPO" | On 24th November. |

PORT DARWIN, THURSDAY
ISLAND, COOKTOWN, CAIRNS,
TOWNSVILLE, BRISBANE,
SYDNEY and MELBOURNE

* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivaled Table. A daily qualified
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th November, 1904.

[12]

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---------------------|------------|--------------------------|
| SHANGHAI VIA SWATOW | "TINGSANG" | Wed, 23rd Nov, 5 P.M. |
| KUDAT and SANDAKAN | "MAUSANG" | Thurs, 24th Nov, D'light |
| SHANGHAI | "WOSANG" | Fri, 25th Nov, D'light |

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
GENERAL MANAGERS.

Hongkong, 20th November, 1904.

[1338]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER FRACHTDAMPFER-DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS | DESTINATIONS | SAILING DATE |
|-----------------|-------------------|-----------------------|
| SEGOVIA | HAVRE and HAMBURG | On 29th Nov. Freight. |
| SENEGAMBIA | HAVRE and HAMBURG | On 13th Dec. Freight. |
| (ex NURNBERG) | HAVRE and HAMBURG | |
| ARMENIA | HAVRE and HAMBURG | On 27th Dec. Freight. |
| C. FERD. LADISZ | HAVRE and HAMBURG | |
| Capt. von Hoff | HAVRE and HAMBURG | On 11th Jan. Freight. |

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, QUEEN'S BUILDINGS

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|----------------------|------------------------|---------------|
| YOKOHAMA VIA SHANG- HAI, MOJI and KOBE | SOCOTRA | About 27th November | Freight only. |
| (Passing through the Inland Sea) | C. J. Benton, R.N.R. | | |

| FOR | STEAMERS | TO SAIL | REMARKS |
|----------------------|----------------|------------------------|---------------|
| SINGAPORE and BOMBAY | DANANG | About 27th November | Freight only. |
| | J. B. Ferguson | | |

| FOR | STEAMERS | TO SAIL | REMARKS |
|----------|-------------|-----------------------|-------------------------|
| SHANGHAI | BENGAL | About 2nd December | Freight and Passage. |
| | G. Phillips | | |

| FOR | STEAMERS | TO SAIL | REMARKS |
|-------------|---------------|-----------------------|-------------------------------|
| LONDON, &c. | SIMLA | Noon, 3rd December | See Special Advertisement. |
| | F. R. Summers | | |

* Expected to arrive on or about 18th November, will leave for the above port as soon as
possible after her arrival with the next English Mail.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 20th November, 1904.

[1]

SOUTH AFRICAN LINE OF STEAMERS.

HONGKONG DIRECT, OR VIA CHEFOO ON CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

| | |
|-------------------|---------------------------|
| S.S. "SWANLEY" | Captain J. P. Dawson. |
| S.S. "COURTNEY" | Captain J. W. Martin. |
| S.S. "CRANLEY" | Captain W. E. Steele. |
| S.S. "IKBAL" | Captain A. Jennings. |
| S.S. "ASCOT" | Captain C. E. Cox. |
| S.S. "LOTHIAN" | Captain J. C. Williamson. |
| S.S. "INKUM" | Captain E. S. Pearce. |
| S.S. "SIKH" | Captain J. Rowley. |
| S.S. "SOFALA" | Captain G. A. Shepherd. |
| S.S. "INDRASHAMA" | Captain R. P. Craven. |
| S.S. "INDRAVELLI" | Captain H. G. Porter. |

For Freight, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

Hongkong, 19th November, 1904.

STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL.

THE Steamship
"KENNEBEC"
will be despatched as above on or about the 23rd
inst., instead of as previously advertised.
For Freight or further information, apply to
STANDARD OIL COMPANY
OF NEW YORK
Oriental Freight Department.
Hongkong, 14th October, 1904. [2439]

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
PROPOSED SAILINGS FROM HONGKONG.
1904. About
"ST. HUGO" ... 30th Nov.
"SHIMOSA" ... 18th Dec.
For Freight and further information, apply to
DODWELL & CO., LTD.,
Agents.
Hongkong, 9th August, 1904. [877]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
"EASTERN,"
Captain Ellis, will be despatched for the above
ports on WEDNESDAY, the 14th December,
at NOON.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a daily qualified Surgeon
are carried.
N.B.—To assure the additional comfort of
passengers the Steamers of the Company have
electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 19th November, 1904. [2714]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION Co.'s fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1907.

THE
CHINA AND JAPAN

TELEPHONE AND ELECTRIC
COMPANY, LIMITED.

ELECTRIC BELL

INSTALLATIONS

FITTED AND MAINTAINED.

ELECTRIC SUPPLIES:

BATTERIES,

ELECTRIC BELLS,

SWITCHES,

TELEPHONES,

INSULATORS,

WIRE, &c., &c.

SEND FOR PRICE LISTS AND

ESTIMATES.

Address—No. 2, ICE HOUSE ROAD.

Hongkong, 22nd November, 1904.

SHIPPING IN PORT.

STEAMERS.

| | |
|---|---|
| AGINCOURT, British str., 2,378, H. T. Worsnop, Hainan Island 1st Oct.—Gilman & Co. | BARON ELTON, British str., 2,378, Ulstrom, 4th Nov.—Mojito 28th Oct. Coal.—Arnhold, Karberg & Co. |
| AMERICA MARU, Jap. str., 3,437, Erns t Bent, 17th Nov.—Soo Francisco 19th Oct. and Shanghai 15th Nov. Mails and General.— Toyo Kisen Kaisha. | BARON ELTON, British str., 2,378, Ulstrom, 4th Nov.—Mojito 28th Oct. Coal.—Arnhold, Karberg & Co. |
| AN PHU, British str., 906, John Kynoch, 17th November.—Sijon 13th Nov. Rice and Meal.—Chinese. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
| ARABIA, German str., 2,864, H. Metzenhain, 14th Nov.—Portland and Moji 9th Nov., General.—Portland & Asiatic S. S. Co. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
| AVOCA, British transport, 3,410, A. J. Winde- bank, 18th Nov.—Columbo 6th November, Military Baggage.—Jardine, Matheson & Co. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
| BARON ELTON, British str., 2,378, Ulstrom, 4th Nov.—Mojito 28th Oct. Coal.—Arnhold, Karberg & Co. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
| BARON ELTON, British str., 2,378, Ulstrom, 4th Nov.—Mojito 28th Oct. Coal.—Arnhold, Karberg & Co. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
| BARON ELTON, British str., 2,378, Ulstrom, 4th Nov.—Mojito 28th Oct. Coal.—Arnhold, Karberg & Co. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
| BARON ELTON, British str., 2,378, Ulstrom, 4th Nov.—Mojito 28th Oct. Coal.—Arnhold, Karberg & Co. | CHANGSHA, British str., 1,424, H. Boop, 19th November.—Canton 18th Nov. General.— Jardine, Matheson & Co. |
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